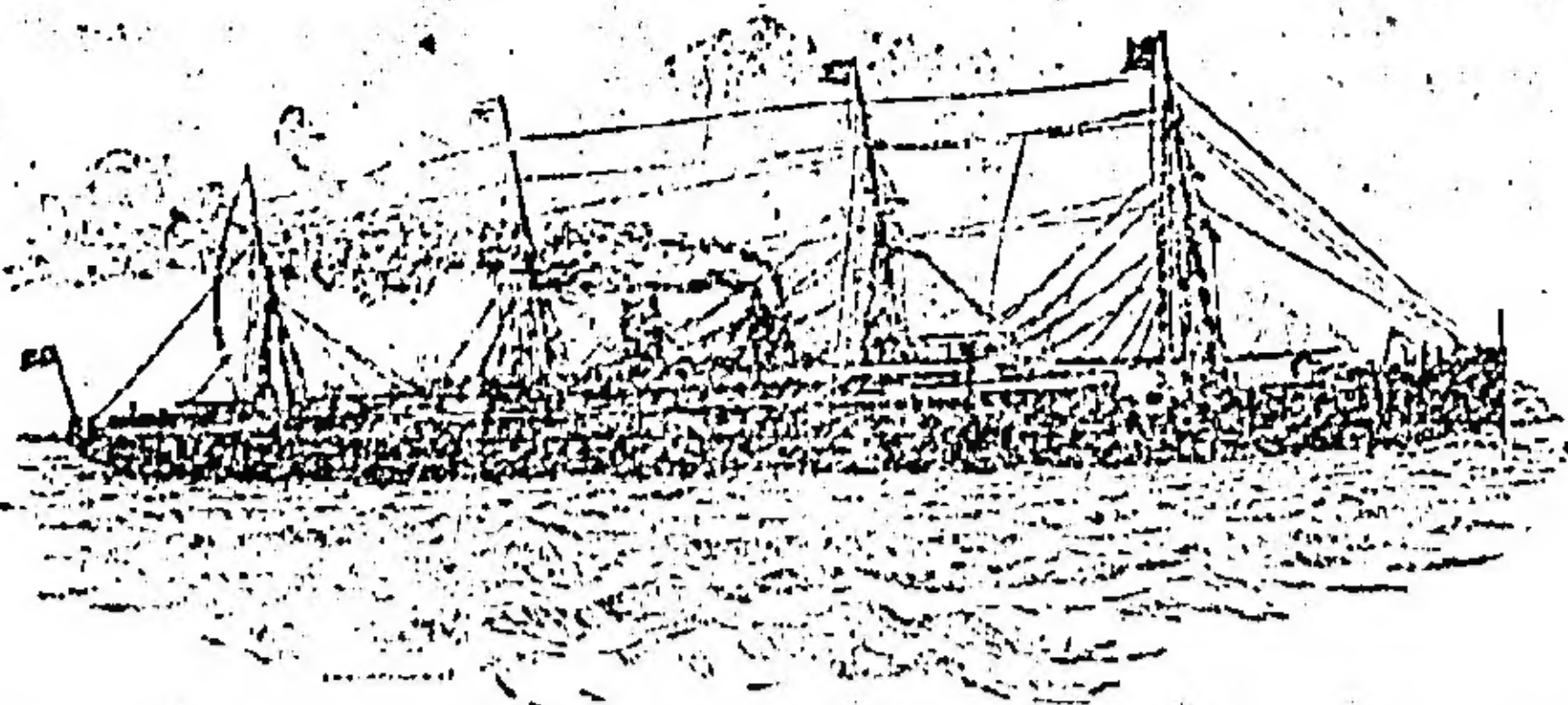


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC" MARU	SATURDAY, 17th January, 1903, at Noon.
"KOREA" MARU	SATURDAY, 24th January, 1903, at Noon.
"AMERICA" MARU	TUESDAY, 3rd February, 1903, at Noon.
"KOREA" MARU	TUESDAY, 10th February, 1903, at Noon.
"AMERICA" MARU	TUESDAY, 17th February, 1903, at Noon.
"KOREA" MARU	TUESDAY, 24th February, 1903, at Noon.
"AMERICA" MARU	TUESDAY, 3rd March, 1903, at Noon.
"KOREA" MARU	TUESDAY, 10th March, 1903, at Noon.
"AMERICA" MARU	TUESDAY, 17th March, 1903, at Noon.
"KOREA" MARU	TUESDAY, 24th March, 1903, at Noon.

Round Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-20th, 1902; 10 days, 15 hours.

The Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets, granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to their families in the Service of the Governments of China and Japan.

For UNITED STATES and CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Re-connection will be made to passengers who do not hold return tickets making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Canada, Trinidad, and elsewhere, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Post will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of contents required.

Consular Invoices must accompany each shipment of Cargo or parcel (valued at \$100). Gold or silver jewelry, to be sent to San Francisco in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 5th January, 1903.

Canada Pacific Railway Coy.'s ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPEROR" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 14th Jan., 1903.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425	WEDNESDAY, 25th Feb., 1903.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882	WEDNESDAY, 18th Mar., 1903.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 1st April, 1903.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425	WEDNESDAY, 6th May, 1903.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882	WEDNESDAY, 27th May, 1903.

The magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

Special Rates (first class only) granted to Missionaries, Members of the Naval, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

Active features of the Company's route embrace its PALATIAL STEAMSHIPS, one in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL. The Company having received the highest award for speed at Chicago World's Fair, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.

THE DINING-CAR and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE, BREMEN, and HAMBURG.	13th Jan.
NUGENBERG	(Calling at SINGAPORE and COLOMBO).	13th Jan.
WURZBURG	HAVRE and HAMBURG.	20th Jan.
C. FERD. LAEISS	(Calling at SINGAPORE and COLOMBO).	10th Feb.
FUCHS	HAVRE and HAMBURG.	24th Feb.
DANBERG	(Calling at SINGAPORE and COLOMBO).	5th Mar.
ANDALUSIA	HAVRE and HAMBURG.	19th Mar.
von Dohren	(Calling at SINGAPORE and COLOMBO).	19th Mar.

For further Particulars apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 7th January, 1903.

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of January, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Kennedy Road.	60 ft. 80 ft. 85 ft. 600 ft.	46	1,350	

Hongkong, 5th January, 1903.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

By Order of the Surveyor of His Majesty the King, for one further term of 75 years.

Intimations.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of The CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 14th day of January, 1903, at 12 Noon, for the purpose of confirming the following resolution passed at the EXTRAORDINARY GENERAL MEETING of the Company held this day (29th December 1902):

RESOLUTION.

That for the purpose of carrying into effect the special resolution duly passed and confirmed at Extraordinary General Meetings of the company held on the 11th and 27th days of October, 1902, the Company be wound up voluntarily under the Provisions of the Companies Ordinances 1865 to 1899, and that the Honorable Charles Stewart Sharp, Alexander George Wood, and John Thomas Martin Wheeler be appointed Liquidators of the said Company with liberty for each of them jointly to exercise all the powers of the joint liquidators and that for the like purpose the liquidators be and they are hereby authorized to consent to the preparation of the Memorandum and Articles of Association of and to the registration of a new Company to be incorporated under the Companies Ordinances of Hongkong under the name of The China-Borneo Company Limited or some similar title.

Dated this 29th day of December, 1902. By Order of the Company, WILLIAM D. JUMP, Acting Manager.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Voeux Road, Victoria, on SATURDAY, the 17th January, 1903, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 14th, to SATURDAY, 17th January, 1903, both days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th Jan. 1903.

PROPOSED MERCANTILE MARINE CLUB.

NOTICE is hereby given that a MEETING, open to all CERTIFICATED MERCANTILE MARINE OFFICERS, will be held by the courtesy of the Manager, at the Office of the Hongkong Telegraph Co., Limited, 1, 100 House Road, Hongkong, at 3 P.M., on SUNDAY, 18th January, 1903, for the purpose of discussing the desirability of FORMING A MERCANTILE MARINE OFFICERS' CLUB at Hongkong.

Officers unable to attend may address suggestions to be laid before the Meeting to THOMAS C. SWABY, Hongkong Telegraph.

Hongkong, 8th January, 1903.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

THE REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 7th Jan. 1903.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1902.

THE REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 7th January, 1903.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 5th day of January, 1903, the following Resolution was passed:—

"That in pursuance of the Special Resolution passed on the 11th day of November, 1902, and confirmed on the 27th day of November, 1902, a Call of Fifty Cents per Share be made upon all holders of Ordinary Shares in the above Company, and the same be hereby made. Such Call to be paid to the Hongkong and Shanghai Banking Corporation at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of February, 1903, up to the actual dates of payment of the same."

Shareholders are requested to note that, upon presentation at the Office of the Company of the Bank Receipt for payment of the Call, and surrender of existing Certificate of Shares, a new Share Certificate, will be issued bearing an endorsement of the payment of the said Call.

By Order of the Board of Directors, W. KERFOOT HUGHES, Secretary.

Hongkong, 6th January, 1903.

Hotels.

GO TO THE

KOWLOON HOTEL, R. F. DALY, Manager. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 24 & 26, Queen's Road Central.

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Clockwork, Brass, and Iron Bedsteads and Kattan Sofas for whole set.

JUST ARRIVED. Nos. 1 & 3, D'Aguiar Street.

Behind Hongkong Dispensary, Hongkong, 1st May, 1902.

WAI YUNG PHOTOGRAPHER.

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

TERMS MODERATE.

Hongkong, 19th December, 1902.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. L. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January 1903.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its branches. Groups and Interiors a Specialty. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG.

Hongkong, 20th December, 1902.

[1339d]

TAI LOONG.

and 5, Lyndhurst Terrace.

NEW Kid Gloves, Fancy Dress Goods, Woollen Shawls.

Hongkong, 21st October, 1902.

[1339e]

TSU FAN, DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902.

THE SEARCH FOR GOLD IN CEYLON.

A feature of Sir John West Ridgeway's policy during his rule in Ceylon, which has not attracted quite the attention its importance merits, has been his eagerness to gain fuller information regarding the mineral resources of this island. Though the plumbago mines and gem quarries are known to be of considerable value, the potentialities of the interior in other directions have never been very thoroughly investigated. Curiously enough, it was the advent of the floor prisoners which quickened the interest in the subject. Some of the Transvaal burghers were conveyed their land of exile possessed gold in paying quantities. Sir John West Ridgeway was not above taking the hint, and he instructed Mr. Hunter, the Inspector of Mines, to make an examination with the assistance of a prisoner of war who had had long experience of gold mining in South Africa. The preliminary report was of so favourable a character that Mr. G. G. Dixon, an eminent Consulting Engineer, was called in as an independent expert. It must be confessed that the hopes raised have not been realised. No Eldorado has been discovered, and though gold has been found, the prospects of gold mining paying are for the moment no brighter than they are in the recently prospected districts of the Central Provinces. Mr. Dixon tramped over 2,000 miles of country. He found gold in the flat land between the Kelani-ganga and the Sitawaka-ganga at Malwana, in the beds of a number of streams, in the gravel deposits in the Peradeniya Gardens, and in the rivulets running into the head of the lake at Nidwana Eliy, but "the positive results of the investigation up to the present are not encouraging." A ray of hope, however, remains in the fact that owing to floods some of the most promising localities in the low-country have not yet been prospected, and the final report has still to be submitted. For the moment, however, it does not seem probable that Ceylon will produce a rival to the Kolar Fields. Yet even if the recent investigations lead to no practical result as far as gold mining is concerned, the incident has already had far-reaching effects. Sir John West Ridgeway had previously realised the need of a mineralogical survey of the island, and when he went home for the Coronation, he consulted Professor Dunstan of the Royal Imperial Institute, who has promised to select a qualified expert to undertake such a survey. So further developments in Ceylon will be awaited with interest.

MISFORTUNES OF FRENCH CRUISERS.

The French have been rather unlucky lately with their new cruisers; in fact there is not a little comfort to be obtained in observing that our *Spitfire* and *Europa* are not without sisters in misfortune across the Channel. The *Jeanne d'Arc*, a first class armoured cruiser of 11,320 tons displacement and an estimated speed of 23 knots, has given much trouble. At her trials she failed to get over 18 knots with her full horse power of 26,000, and her engines, designed to run at 120 revolutions, could only be run at 110, because the bearings all got hot. The boilers are of the Gunt small tube express type, and owing to defective feed arrangements several of them got burned out on the trial and have had to be replaced while the stokeholds were found to be insupportably hot. The stokeholds have had to be radically altered, and the ship has been delayed many months in consequence. The commerce destroyer *Chateau Renault* has also given trouble with her engines; according to *Le Yacht*, she has not engines for the high power and speed she is designed to develop, and in addition is absurdly under-armed with her two 6.4-inch and six 5.5-inch Q.F. Guns. On her early trials she made 4.18 knots but ruined her shaft bearings in the process; she is a triple screw ship, and from all accounts they are not satisfactory. One feature of French trials worth remembering is that at full power they only have to steam for two hours, while English ships have to keep it up for eight, and their four-fifth power run only lasts for six hours while our lasts for thirty. The difference is very great, especially at the full power run; and there is no doubt that a good many more defects would have developed in the *Chateau Renault* if she had run for eight hours. The ship is now ready, however, and is to proceed to the China station at once.

The *Amiral Gueydon* and the *Marsellaise*, first class armoured cruisers, have both met with a remarkable accident, which will delay their completion. In their turning trial at high speed, when the helm was well over, the hull must have been badly strained, as some of the plates all got bent and partially out of place, and both ships have had to go into dock for repair. The latest contrivance is that of the *Kaiser*, an armoured cruiser of 7,700 tons displacement. For some mysterious reason it was decided not to launch this ship until she had got her engines, boilers, guns and armour-plate in position; now that she is in the water it is found that, as might have been expected considering her size, her hull is very badly strained by the enormous unsupported weight it had to bear, and at present it is impossible to say how far the ship will be anything like what she was intended for. As compared with our own cruisers of about the same displacement the new French cruisers cannot be considered particularly remarkable. Displacing a little less, the *Condé* class carry eight 6.4-inch Q.F. and two 7.6-inch to the ten 6.4-inch and two 7.6-inch of the later County class, and they cost £18,000 more to build.—Ez.

VISITORS AT THE HONGKONG HOTEL.

Airry, Mrs. Level, H. E. M.
Allen, A. F. Levey, A.
Bailey, W. S. MacRie, G.
Barnett, H. Macgowan, R. T.
Bell, J. McArthur, T. P.
Bishop, Mr. & Mrs. R. Metcal, Mr. & Mrs. F.
Boswell, J. E. Milton, Mr. and Mrs.
Borthwick, Mr. & Mrs. Murphy, Mr. and Mrs.
Brown, R. W. E. O.
Dowers, Dr. F. H. Newberry, Mr.
Brown, J. W. North, R. N. C. J.
Brown, W. S. Oldorp, K.
Brown, Dr. Osborn, Mrs.
Chastenet, Mr. & Mrs. Potts, W. Hutton
Clark, Hon. Dr. F. Rankin, J.
Colson, J. S. Reeve, Miss
Cole, G. E. Riden, Mrs.
Cory, W. Schlander, K. A.
Cory, F. H. Sisk, C.
Downing, T. C. Sweeney, E. A.
Edward, F. W. Tetsch, J.
Fisher, H. G. Terkelson, O.
Florent, Dr. K. Thomson, Dr. L. C.
Forbes, G. Vert, R.
French, E. L. Vinschger, Ed.
Gayoso, J. L. Warren, Mr. and Mrs.
Geissler, Mrs. Watkins, C. A.
Glover, C. Webb, Col. and Mrs.
Hayler, A. W. E. R. A. M. C.
Henderson, Mrs. Wenyon, W. F.
Hill, F. D. White, F. E.
Hollingsworth, A. Whitton, Mrs. A. M.
Horsford, J. W. Wilson, A. J.
Howard, J. C. Wilson, Mrs. B. & child
Jameson, Mr. and Mrs. Wilson, C. H. V.
Jones, E. C. Woodward, T. E.
Joseph, Mr. and Mrs. Woolen, J. J.
Katsch, E. A. Wolmer, Mr. & Mrs.
Kawata, K. C. E.
Kerkhoven, Mrs. Wright, Col. W. F.
Kettner, Dr. A. H. Yuchastri, R. de and
Leeds, E. T. servant,

VISITORS AT THE KING EDWARD HOTEL.

Bliss, A. Lauts, T.
Brandt, C. Nathan, Mr. and Mrs.
Davidson, N. K. E.
Evans, Mrs. R. D. Nathan, Miss
Evans, Miss Nathan, Miss
Focke, F. Fontfey, E. C.
Hay, G. H. P. Sewall, H.
Hughes, R. A. M. C. Stephens, Mr. & Mrs.
C. A. M. J. D.
Hughes, Kerfoot Stokes, R. M., Capt.
Kiene, F. Stokes, Mrs.
Kiene, Mrs. F. Willgess, Mr. and Mrs.
Krebs, Capt. & Mrs. H. and child
Langlands, A. O. D. Wood, Mr. & Mrs. J. M.
Capt. and Mr.

VISITORS AT THE CONNAUGHT HOTEL.

Bain, Mr. and Mrs. M. Keir, R.
Pain, Miss Koppens, E.
Bergley, H. T. Ledesma, P.
Boyce, W. Manheim, H.
Brewitt, Mr. and Mrs. Marcus, P. F. J.
Paul and family McCulloch, Mrs. E. C.
Bryant, Miss B. McCulloch, Miss M.
Bullock, Mr. and Mrs. Moore, J. H.
Mrs. Paterson, R.
Dufour, Mrs. Reiber, F.
Dannell, H. B. Rivera, Mr. and Mrs.
Eyre, H. A.
Folkes, Mr. and Mrs. Robertson, N. H.
J. M. Rutherford, D. H.
Frankel, C. W. Silver, Miss S.
Gamble, Miss C. S. Simms, H. G.
Glaycock, T. Stewart, Mrs. John
Grant, Powell Tibbey, F. N. W.
Gray, Miss F. H. Thomas, C. B.
Houghton R. Tullis, Miss V.
Humphreys, W.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Busge, George Hardy, Lieut. Comdr.
Beattie, Andrew Ernest, C.
Benson, A. D. Major Hedden, S.
Benson, Mrs. H. G. Heron, G. O.
Berkley, H. Heron, Lieut. Col. and
Bewley, R. A. M. C. Major Mrs. and child
A. W. Hewett, A. P. D., Capt.
Bottenheim, Mr. and Mrs. J. C.
Mrs. A. H. and children Hewett, Mrs.
Brabazon, Ralph A. Howes, A. H.
Brayne, H. F. R. Jeffries, H. U.
Brown, R. E. Col. L. F. King, R. H.
Brown, Mrs. Macnamara, R. N., Staff.
Bryant, G. H. Surgeon & Mrs. H. W.
Bryant, Mr. and Mrs. Marten, R.
Chapman, Mr. & Mrs. McDermott, A. P. B.
Cockell, Edgar Mitchell, Robert
Crake, William A. Norris, R. N., Surgeon
Crichton, A. R. Capt. Philpot, Leonard D.
and Mrs. H. Pollock, K. C., H. E.
Denny, D. A. A. C. Major Radcliffe, R. E., Capt. &
Mrs. W. A. C. Mrs.
Edwards, Mrs. E. Reid, Mr. & Mrs. T. H.
Fawcett, R. A. Capt. Rumsey, R. N., Hon. R.
P. H. Murray
Fawcett, Mrs. P. H. Sower, Mrs. W. E.
Ferguson, A. D. Col. and Sherbrooke, R. N., Lieut.
Mrs. H. G. H. G.
French, A. S. C. Major Sherbrooke, Mrs. E. C.
G. A. Sinclair, A.
Gibson, Dr. Robert Smith, Mr. and Mrs.
Grant, G. C. Lindsay Harrison, F.
Gros, Mr. & Mrs. E. F. Spalkhaver, W. O. C.
Hamilton, Maj. A. B. Stokes, A. G.
Bardy, Mrs. Thomson, J. S.

VISITORS AT CRAIGIEBURN.

Bernard, Mrs. Harvey, Lieut. and
Dann, Mr. and Mrs. Mrs. J. S.
C. K. Helms, W.
Denison, Mrs. A. Lambelle, Lieut. and
Garrard, Mrs. U. S. A. Mrs. W.
Gros, Mr. & Mrs. E. F. P. Capt. and Mrs.
Gros, Mr. & Mrs. C. Whitehead, Mr. & Mrs.
Harrison, Mr. W. S. C. B.

VISITORS AT THE KOWLOON HOTEL.

Back, Stanley Denny, Major and Mrs.
Back, Mrs. Stanley Menender, Mr.
Crockett, Capt. Nobbs, A. P.
Crockett, Mrs. Price, F. H.
Crockett, Miss Rodos, O.
Duncan, Dr. and Mrs. Rodos, E.
R. P.

VISITORS AT THE QUEEN'S HOTEL.

Clausen, Mrs. Keith, Mr. and Mrs.
Calcutt, Miss and 2 children
Davies, Dr. and Mrs. Key, Dr.
Fuchs, C. Memboif, R.
Good, J. M. S. Dr. & Mrs. Stackwood, Mr. & Mrs.
Houghton, Mrs. Sator, Lieut.
Jones, Mr. and Mrs. Vanderpool, Mrs.
and 3 children

YESTERDAY.

WEATHER REPORT.
On Jan 8 at 4 P.M.
Barometer 30.35 30.21
Temperature 59 61
Humidity 60 68
Rainfall —

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 175 lbs. Net (8.0) per Cask ex Factory.
In Bags of 250 lbs. Net \$3.75 per Bag ex Factory.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 3rd December 1902. (10)

DRINK

TAN SAN

IMPORTED BY

RITCHIE & Co.,

39, Des Voeux Road.

JUST LANDED.

FRESH AUSTRALIAN BUTTER in prints 9 cents per pound.
Fresh Australian Cheese.
Fresh Australian Sausage Bacon.
H. RUTTONJEE,
No. 5, Dalrymple Street,
Hongkong.
No. 39, Elgin Road, Kowloon.
Hongkong, 11th December, 1902. (807d)

F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECI L CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th May 1904.

FURNITURE WAREHOUSE. LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name. WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. writes as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to; and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 20th December 1902. (14.0d)

Masonic.

EOTHEN MARK LODGE, No. 264.

A NEMERGENCY MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 14th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 8th January, 1903. (29d)

RITCHIE & Co.,

Ship Chandlery, Coal Merchants, Stevedores, Sail-Makers, Wine and Spirits, Tobacco and Cigars, and General Commission Agents.

39, Des Voeux Road, H'kong.

Also Waterat shortest Notice.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Roma*. From Australia, ex S.S. *Australia*. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Goods not cleared by the 10th instant at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival hereafter, which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 5th January, 1903. (14)

STEAMSHIP "CALEDONIAN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dardogne*, and from Bordeaux, ex s.s. *President Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 5th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 12th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 12th instant, or they will not be recognised. All damaged packages will be examined on MONDAY, the 12th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 5th January, 1903. (1004c)

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship "GIBLARTAR."

Captain D. Morris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 7th January, 1903. (27c)

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENLYN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW. Hongkong, 8th January, 1903. (132c)

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March 1907.

Launches for sale. Shipping Transportation General.

Telegraphic Address: "Ritchie, Hongkong" A.B.C. Code 4th Edition used.

39, Des Voeux Road, H'kong.

Also Waterat shortest Notice.

Mails.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	MONDAY, 12th January, at Daylight.
YAMAGUCHI MARU	NAGASAKI, KOBE and YOKO.	TUESDAY, 13th January, at Daylight.
TOSA MARU	KOBE and YOKOHAMA.	TUESDAY, 13th January, at Noon.
KASUGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 13th January, at 4 P.M.
BINGO MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 23rd January, at Noon.
KAGOSHIMA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 24th Jan., at Daylight.
HIROSHIMA MARU	KOBE and YOKOHAMA.	SUNDAY, 25th January, at Noon.
KAGA MARU	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 27th January, at Noon.
	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 27th January, at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager. (5)

Hongkong, 9th January, 1903

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS—LONDON, HAVRE, BORDEAUX; ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 12th January, 1903 at 1 P.M., the Company's Steamship "LAOS," Captain Flaminio, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.

Cargo as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 12th January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 30th December, 1902. (1004c)

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Olympia	J. Traubridge	2,837	Jan. 17
Pleides	F. G. Purington	3,753	Jan. 24

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd December, 1902. (1874d)

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN"	leaves on 30th Jan.
"TSINAN"	16th Feb.
"CHANGSHA"	7th Mar.
"CHINGTU"	4th April.

Superior accommodation amidstships: Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd. (1852d)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "BALLAARAT."

Captain F. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 3rd January, 1903. (1004c)

To be Let.

TO LET.

"HAYTOR" at the PEAK.

"THE RETREAT"—MOUNT KELLET. HOUSES IN LEIGHTON HILL ROAD. FLATS IN MORETON TERRACE, CAUSEWAY-BAY, facing the Polo Ground.

NO. 1, RIVON TERRACE. GODOWNS at BOWRINGHAM, PRAYA EAST. GROUND FLOOR of No. 4, BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd January, 1903. (1000c)

Entimations.

A. S. WATSON
AND CO., LTD.

**AERATED - -
- - WATERS.**

THE WATER used is THE PUR-
EST that can be obtained, and is
skilfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST INGREDIENTS only
are used.

**GUARANTEEING
ABSOLUTE
PURITY.**

ENGLISH EXPERTS

Manage our Factories, and their
practical knowledge and constant
supervision enable us to produce
waters of unrivalled excellence and
purity.

**A. S. WATSON & Co.,
LIMITED.**

The Hongkong Dispensary.

Chemists and Druggists by Appoint-
ment to H.E. the Governor and
Household.

TELEPHONE NO. 19.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

RAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
RANGES,
IRON UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS AND TIFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902. (1339)

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, J. H. DOWNS, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportion-
ally. The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 9, 1903.

LOCAL AND GENERAL.

THE S.S. *Chowai* arrived at Bangkok on the
4th inst.

We are here to stay. Le Munyon, 'Phone 392
—Advt.

THE German Mail of the 10th December was
delivered in London on the 7th inst.

THE Craigengower C. C. will play H.M.S.
Cressy to-morrow at the Happy Valley, com-
mencing at 2.15 p.m.

WHEN the last fragments of the ruined Cam-
panile in Venice were removed thirty bottles
of wine were found unbroken in the custodian's
room.

JOHN L. Sullivan, former champion heavy-
weight prize-fighter of the world, has filed a
petition in bankruptcy. He said his liabilities
were \$2,858 and his assets \$60 worth of wearing
apparel.

THE S.S. *Kinsan* will be launched at the
Kowloon Docks at 5 p.m. next Saturday. The
Hongkong and Whampoa Dock Company's
launch will leave the Queen's Statue Wharf
at 4.30.

Views of Hongkong, and Macao, artistic,
original. Finest views of the Orient ever ex-
hibited. Le Munyon's. 'Phone 390.—Advt.

THE Colonial Secretary kindly informs us
that telegraphic information has been received
from His Britannic Majesty's Consul at
Batavia that the Government of Netherlands
India has declared Hongkong to be infected
with plague.

MR. C. E. Hartnell Beavis, B.A., was yesterday
admitted to practice as a solicitor of the
Supreme Court of Hongkong. Mr. H. E.
Pollock, K.C., instructed by Mr. C. D. Wilkin-
son, made the application and the Chief Justice,
Sir W. M. Gooden, wished the new lawyer a
successful career. Mr. Beavis joins the office
of Messrs. Wilkinson and Gr. St.

For developing and printing go to Le Munyon
the photo-supply dealer of the Orient,
Quickest, best, cheapest.—Advt.

TO-MORROW afternoon on the Happy Valley
the Hongkong Football Club will play V. R. C.
Kick-off at four o'clock. The following will
play for the Club:—C. C. Hickling, goal; T.
E. Piers and J. W. C. Bonnar, backs; G. B.
Macdonald, C. F. Kew, and R. Kerr, halves;
W. R. Lemarchand, E. J. Libeand, C. R. S.
Cooper, G. A. Cooke, and another, forwards.

THE Government of India having proposed
that oil should not be loaded or discharged at
night from vessels containing native passengers,
the Rangoon Chamber of Commerce have
suggested that a regulation should not apply
in the case of steamers provided with electric
light. The danger, we imagine, is not so
much from the steamer's crew as from careless
passengers smoking in the vicinity when the
work is going on.

THE German fleet at the close of last year
numbered eight modern battleships of the first
class, with two modern armoured cruisers,
which are for many purposes little inferior to
battleships, eight older battleships of inferior
power, but recently rebuilt and brought up to
date in many respects, and twenty-four des-
troys. The new ships in this fleet are said to
be admirably designed, heavily armed, and
well officered and manned.

THE third-class cruiser *Piemonte* of the Italian
Navy, from Europe via Bombay, may be
shortly expected here. The *Piemonte* is of
2,500 tons displacement and was launched at
Elswick in 1888. She is a fast vessel, her
engines indicating 12,000-horsepower, with a
speed of 21 knots an hour. The *Piemonte* is
powerfully armed for her class, with six 6.6 in.
quick-firers, six 4.7 in., ten 2.2 in., and six
1.4 in. guns, 4 machine guns, and 2 torpedo
tubes.

An amusing incident happened on board the
steamer *Chingta* in Hobson's Bay recently
(says an Australian paper) when one of the
crew of the vessel was placed under seal by
the Customs officers, together with the ship's
stores. The man in question was at the time
in the storeroom, when the door of the apart-
ment was duly closed, and the seal of the
Commonwealth Customs affixed to it. It was
not until the imprisoned member of the crew
made known his whereabouts by loudly knock-
ing on the walls of the lazaret that the error
was discovered, and as the only method of
relieving him was the breaking of the seal, this
step was accordingly taken and the prisoner set
free.

Go to Le Munyon's, and get a "Souvenir
Calendar of the Philippines for 1903." It is a
combination of beauty and usefulness.—Advt.

ASK for ASAHI JAPANESE BEER—
G. Girault.

Cameras, plates, films, chemicals. Anything
and everything photographic at Le Munyon's
—Advt.

By kind permission of Lt. Col. Birdwood and
Officers, the Band of the 10th Bombay Infantry
will play at the Hongkong Hotel to-morrow
(Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.
1. March "The Royal Engineer" R. Handford.
2. Quadrille "The Spanish Beauty" M. Rile.
3. Serenade "La Paloma" J. Hartman.
4. Selection from "The Tornado" Ivan Garryll.
5. Valse "Gypsy" A. G. Crove.
6. Galop "Die Vilderer" God Save the King.

WE hear, with great pleasure, that Lullard's
Lithopians will perform here an all too brief
season of two weeks from about the 3rd February.
The company, instead of playing at Manila first
as originally intended, will come direct from
Australia to Hongkong. It sides the latest
London successes, they will produce some of
the favourites, including *Tellus of New York*,
Paul Jones, *Fin Jere*, *La Mascotte*, *Gilly*,
Girl, etc., etc.—the company numbers in a
ab at 50 members.

AT the request of the French Government a
detailed statement has been prepared at the
Embassy in London showing the position of
British shipping as an industry. The statement
is designed to show, apparently, how many
vessels or lines registered under the British
flag are owned by foreign capital; how many
vessels or lines owned by British capital are
run under foreign flags; and what is the
total amount of capital invested in shipping,
and how it is divided. The statement will be
published, presumably, as a State paper in
Paris.

THE *Golden Penny* has reached our offices.
With its pictures, puzzles, and interesting budget
of news, this weekly journal, which has long
been one of the most popular connecting links
between Colonial readers and the Mother
Country, announces that it has started a regular
series of Prize Competitions for Colonials.
These competitions are so arranged that every
competitor, no matter how far away he may be,
stands an equal chance of securing a prize.
The present arrangement is to run the com-
petition for two weeks each month, but if they
prove sufficiently successful, they will become
a regular weekly feature of the paper.

M. DELONCLE has written as follows to the
Minister for the French Colonies:—"The estab-
lishment of a gold standard in Siam is a
veritable economic coup d'état, fraught with
the gravest consequences for Indo-Chinese
finance, and particularly for the Saigon rice
market. Of the three great rice-producing
countries—Burma, Siam, and Indo-China—the
last alone remains under the silver standard.
On the other hand, the Indo-Chinese estimates
involve numerous payments in gold, and the
inevitable fall in the piastre consequent upon
the adoption of a gold standard by Siam will
seriously compromise the financial situation of
our Empire. In these circumstances I have
the honour to ask you kindly to appoint im-
mediately a commission in France to study this
urgent question and to propose a solution be-
fore Jan. 1—that is to say, soon enough, for the
definite settlement of the approaching Budget
of Indo-Chinese estimates.

Only strictly first-class goods in stock, and
just from the manufacturer. Get our prices.
Le Munyon's, 'phone No. 390.—Advt.

THE Siamese, like the Chinese, appear to be
turning away from Europe and looking to Japan
as their leader and guide in the path of progress
and improvement in the administration of the
country. The Siamese navy is not a large or
formidable force, but such as it is, it is passing
wholly under Japanese control. A special
correspondent to a home journal, learns that
the Siamese Government employ Japanese naval
officers as instructors in their naval college, as
naval surgeons, dockmasters, chiefs of the
marine artillery, and harbour masters; while
the Royal yacht has been placed in charge of
two Japanese officers. No doubt the Japanese
make excellent instructors of other Oriental
nations, from their capacity of placing themselves
at once in the mental position of their pupils
and appreciating their difficulties. He was
also told that a line of steamers between Japan
and Bangkok is projected. Like all other
manufacturing countries, Japan is seeking for
new markets, and there seems to be no reason
why she should not be as successful in Siam
as she has been in China with her cheap
yarns and cottons, coal, and a long list of
minor wares.

An Eastern merchant of my acquaintance,
writes the special correspondent of the *Hirning-
ham Post*, gives me some significant details as
to the course of the development of the oil fields
of Burma, which throw light upon the per-
sistent attempts that are being made by
citizens of the United States to secure a con-
cession from the Government of India for the
exploitation of the mineral wealth of the
Eastern Province. Up to the present, the
main characteristic of what used to be called
Ring on oil is its heavy percentage of paraffin
wax, a fact which arises from the immense
depth from which the oil supply is lifted in the
first instance. It is believed by the Americans
that by the use of swifter methods of pumping
they can get the crude oil to the surface before
it has lost so great an extent as at present
its volatile constituents, and with this technical
advance the oil would become an important
source of revenue throughout the East, because
at present it has to be consumed in lamps with
specially-constructed burners, and is chiefly
used by the native population because of its
demerits in this respect. Whether the Ameri-
can chemists succeed, where the Scottish
experts on the spot have failed, remains to be
seen, but the experiment department of the
existing company is very highly organised, and
every effort is being made to overcome the
present difficulties.

ASK for ASAHI JAPANESE BEER—
G. Girault.

HONGKONG SANITARY BOARD.

At yesterday's meeting of the Hongkong
Sanitary Board there were present: Dr. J. M.
Atkinson, Principal Civil-Medical Officer (Pre-
sident); Hon. W. Chatham, Director of Public
Works; Hon. Dr. F. W. Clark, Medical Officer
of Health; Colonel Webb, R.A.M.C.; Mr. F. J.
Badeley, Captain Superintendent of Police;
Mr. C. McL. Messer, Acting Registrar-General;
Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau
Chu Pak, and Mr. G. Woodcock (Secretary).

Relative to an application from Messrs. Pal-
mer and Turner, architects and surveyors, for
permission to erect three water-closets in the
building on Inland Lot No. 1,633, where
there was an abundant supply of water in
the gully on the east side of the lot at pre-
sent running to waste, Dr. Atkinson said that
it had been a rule of the Board in considering
these applications to deal with them on their
merits. In 1895 there was a special committee
appointed by the Board to consider this
question of the introduction of water-closets
generally in the Colony and this committee
recommended that the introduction of water-
closets should be restricted and discouraged
as much as possible and should only be re-
sorted to in the case of European hotels, clubs, and
blocks of offices. This application referred
to an European house on the upper levels, and
it appeared that there was some water practi-
cally running to waste in a nullah to the east
of this house. Personally, it appeared to him
a much more cleanly and sanitary arrange-
ment to have water-closets in a house of this
kind if by doing so one was not trespassing
upon the limited water supply of the Colony,
and he was in favour of granting the applica-
tion.

Hon. Chatham thought a condition to the
granting of the application should be that if
the water was at any future time required this
supply would have to be disconnected.
Otherwise he saw no objection to permission
being granted.

Hon. Dr. Clark asked the Director of Public
Works if he could tell the Board how it was
proposed to obtain the water from the nullah.
It had to be dam the stream he would be
strongly opposed to it on the ground that the
Government were spending large sums of
money and using every effort, particularly in
that portion of the city, to prevent accumula-
tions of water which served as breeding places
for anopheles mosquitoes with resultant cases
of malarial fever, especially in that neighbour-
hood. He did not see how they could very
well get the water from the nullah without
putting a small dam across, and therefore he
thought it would be better to dig a well, which
would have to be covered than to obtain water
from this nullah.

Hon. Chatham replied that the water could
be got without the construction of a dam, by
simply forming a very small channel that would
lead the water into the pipe. A tank would be
placed on or near the premises for storing the
water. With regard to the sinking of a well,
it would be useless to do so on the site of the
building; the well would require to be in the
stream bed or somewhere near it in order to
obtain water.

Mr. Osborne thought they ought to consider
this application to be guided by the fact that
this was only one of a series that would prob-
ably come afterwards. Personally he had no ob-
jection to the granting of this application on
its own merits, except, as he said in his minute,
that if this water was available for water-closets
of private houses it was also available for flush-
ing the public drains. He believed one of the
recommendations of Mr. Chadwick was the
formation of tanks on the upper levels to gather
water from the main streams and use it for
flushing purposes. He did not see why they
should allow any of the streams to be tapped
for private purposes when they could be utilised
for the public use. Also this stream to his
knowledge was, during the late drought, used
exclusively by the Chinese; it was their only
source of supply, and he did not think they
should curtail any of the sources of supply which
the Chinese resorted to, except for Government
purposes. This was an instance where the
ordinary system of sanitation in vogue was
quite good enough, but if the owner of this
house particularly wished to have water-closets
he should provide his own supply by means of
a well.

The Hon. Chatham was sorry to transgress
order, but he rose to make a remark with
regard to Mr. Osborne's statement concerning
Mr. Chadwick's proposal. He thought, if he
referred to that proposal, Mr. Osborne would
find that the drains in the Hill District generally
were all found to be in good condition, and
Mr. Chadwick said that flushing was not
required in these cases; it was on the low levels
that flushing should be provided. He suggested
one tank which would serve for flushing the
main sewers, and steps were being taken with
a view to the construction of a tank of large
dimensions for flushing the main sewers. These
were the sewers requiring flushing; it was not
the sewers on the hills, where there were ample
falls in nearly all cases. With regard to the
sinking of a well, the water percolated through
the ground into the streams, so that the sinking
of a well would deprive the stream probably of
quite as much water as if there was a drain from
it leading off into a pipe. The again an attempt
to utilise all those tiny dribbling streams by
means of small pipes leading for great dis-
tances to where the flushing tanks were pro-
vided would be almost impracticable. The re-
sult would be to become choked up during rain-
storms with gravel and sand. He instanced
the case of the Cricket Ground, where at con-
siderable expense a pipe was led from the
nullah to a tank for watering purposes; this
had been abandoned entirely, because it was
such a continual nuisance through becoming
choked.

ASK for ASAHI JAPANESE BEER—
G. Girault.

The Hon. Dr. Clark remarked that they were
all out of order, as there was no reading
before the meeting. He moved that the ap-
plication be granted subject to the provision of
a well by which a water supply for the water-
closets might be secured. In doing so, he
might be permitted to say with regard to the
remarks of the Director of Public Works that
whether a flushing tank was put on the hill or
on the level of the Parade Ground it was the
same stream that filled it; therefore if a tank
was placed higher up there would be less down
below to fill the flushing tank.

Mr. Osborne seconded.
The Hon. Chatham moved that the applica-
tion be granted as it stood, provided that the
owner obtained the permission of Government
to use the water from the stream.

Mr. Fung Wa Chun—As an amendment?

The Hon. Chatham—Yes.
Mr. Fung Wa Chun—I beg to second.
On a show of hands Hon. Chatham's amend-
ment, seconded by Mr. Fung Wa Chun, was
carried.

Dr. Atkinson—Of course this is on the
understanding that if the water is required for
public purposes it would be liable to be cut off.
Hon. Mr. Chatham—Certainly, sir.

PUBLIC CONVENIENCES.
The Hon. Mr. Chatham stated that the small
urinal opposite the Cricket Ground had been
delayed on account of bricks. The latest delay
had occurred through the contractor abscond-
ing and the consequent difficulty in arranging
for another contractor to take over the work.
Arrangements were being made, however, and
he hoped the work would soon be completed.
All the work of that nature had been seriously
delayed owing to the failure of the local Com-
pany to supply them with bricks.

RATS.
The Hon. Dr. Clark stated that the number
of rats destroyed during the year just closed
was 117,879, so he thought they had done fairly
well.

Mr. Fung Wa Chun—What were the figures
in the previous year?

Hon. Dr. Clark—About 48,000; this year it
is nearly treble.

Mr. Osborne—What is the rat population?

Hon. Dr. Clark—I have not taken the census
yet. (Laughter.)

THE CLEANSING OPERATION.
The President said it might interest the
members to know that the cleansing operations
instituted by the Board some two months ago
had been carried on by the Chinese in a satis-
factory manner. Between the dates 9th and
20th December, the period when most of the
work practically was done, 135 carts of rubbish
were removed from the various houses in the
Colony; and since 13th December, the date on
which the cleansing was supposed to cease, he
thought he was correct in stating that there
had been only six prosecutions for dirty floors,
so that the Board might congratulate them-
selves on the result of leaving the work to the
Chinese. (Hear, hear.)

Mr. Fung Wa Chun—I might mention that
the Chinese Commercial Union, of which I am
president, has had 22,000 handbills printed and
distributed by means of the district watchmen
among the inhabitants on each floor of tenement
houses in the Colony. I am glad to find that
these notices had been acted upon so well by
the Chinese.

This was all the business.

ROYAL H.K. YACHT CLUB.
COMMODORE'S CUPS.

The following are the conditions of the
Commodore's Cup races:—

For Yachts that have competed this season
in Club Races. Three prizes, but not more
than 1 prize to go to one class. To be sailed
on Saturday, the 10th, and 17th instant, start-
ing from Police pier Tsimshutsui, at 2 p.m.
Marks will be awarded as in Club Races. In
the event of a tie a third race will be sailed
under the same conditions.

Course.—Rock about 1 mile South-west of
Covehead, port, 12 miles.

Time Limit.—6 p.m.

If insufficient time to give fair prospect of
finishing above course the following will be
substituted by notice posted in the Hongkong
Club before noon on the day of the race, and
by hoisting a red flag at Police pier 15 minutes
before the race.

Kowloon Rocks, Channel Rock, Meyer's
East Bury, White Booby South-West of Cust
Rocks, Channel Rocks, all to starboard, 12
miles:—

HANDICAP.
Verion allows Al. nank ... 1 minute.
Bo. tio, Colleen, 1 min.
Kathleen, Min. ... 6 "
Iris ... 9 "
Mild Marian ... 10 "
Chanticleer, Doreen ... 12 "
L'ayne ... 16 "

CANTON NOTES.
(From Our Correspondent.)

NARROW ESCAPE.
CANTON, 8th January.

Dr. MacDonald, missionary doctor at
Wuchow, who arrived by the *Saimun*, with his
wife had a very narrow escape from
drowning. It appears that on the arrival of
the *Saimun* he was about to step into a
sampans to go ashore when the sampans moved
away from the ship and he fell into the water.
The tide, which was running fairly strong at
the time, carried him away under a crowd of
sampans alongside. He was rescued with great
difficulty.

ASK for ASAHI JAPANESE BEER—
G. Girault.

WINGLOK STREET COLLAPSE INQUIRY.

The inquiry regarding the collapse of No. 126
and 128 Winglok Street was resumed at the
Magistracy this afternoon before Mr. F. A.
Hazeland and a jury.

Wing Sing, the contractor, was recalled and
cross-examined by Mr. Looker. He stated that
the plans were prepared by Mr. Mullan, the
architect. It was arranged that the party wall
was to be taken down, when this had been done
Messrs. Leigh and Orange had superseded Mr.
Mullan. He engaged the Wo Hop scaffolding
shop to do the necessary shoring, to Nos.
12 to 14 Tung Lo Lane. That firm began
their work by vertical shorings and commenced
at No. 126 Winglok Street and No. 14 Tung
Loi Lane. He was satisfied with the shorings,
notified the tenants three weeks before starting
to break down the houses, but they did not
move as they could not find other places.
There was no one in the premises when he
commenced to pull them down.

Mr. J. Orange, architect, said he was in-
structed by Wing Sing to amend the plans
prepared by Mr. Mullan. The contractor came
to him on July 30th last, and he applied to the
P.W.D. and after obtaining sanction took over
the work, and supervised it. He did not
employ any special overseer. Mr. Hemmings,
his assistant, however, used to go over the
buildings, and act as clerk of works. In his
opinion the shorings were safe and sound
(proceeding).

SIR CHENG TUNG LIANG
CHENG, K.C.M.G.

A UNIQUE SUITE.

The suite which H.E. Sir Cheng-tung Liang
Cheng, Chinese Minister-elect to the United
States, Spain and Peru, takes with him is a
unique one, and different from the general run
of the suites of other Chinese Ministers abroad, as
many of the former are creations of some of the
most distinguished families in the country,
which speaks volumes, in the first place, for
the confidence with which Sir Chéngtung is
regarded by high and powerful officers of the
Crown since they are willing to trust their
younger generation to his Excellency's care,
and, in the next, the new light in which
a Western education and Western travel are
now regarded by those who but a few short
years ago considered appointment to a foreign
country fit only for "second-class" people.
The names of the members of Sir Chéngtung's
suite and their official titles, if any, are given
as follows in the *N. C. D. News*:—

First Secretary of Legation, Ch'en Chiu-
chang, Hanlin Academician, 2nd rank red button,
1st class expectant Tao tai of Kwangsi province,
and formerly Acting Provincial Judge of
Kwangsi. Mr. Ch'ü Chao-chang a few years
ago accompanied a former Chinese Minister
to the Court of St. James.—Liang Ch'ing-kui,
M.W., 5th rank crystal button, Reader of the
Grand Secretariat.—Shên Aisu, unattached
expectant 1st class Secretary of one of the Six
Boards.—Chang Ch'uan, 3rd class Secretary of
the Board of Revenue. Mr. Chang Ch'uan is
a younger son of H.E. Viceroy Chang Chih-
tung, and has studied a short time in Japan.
—Hsia Chia-fu, 3rd class Secretary of the Board
of Works and expectant prefect. Mr. Hsia
Chia-fu is a son of the late Grand Preceptor
Hsia Tung-shan, Imperial Tutor of the late
Emperor Tung Ch'ang, and has been a member
of a former embassy to Japan.—Li Kuo-ch'eng,
unattached expectant Tao tai. He is a grand-
son of the late Viceroy of the Two Fung
provinces, Li Han-chang, elder brother of the
late Marquis Li Hung-chang.—Feng
hên (Vanich) unattached expectant Tao tai,
son of the Tartar General Ching Sing, and has
travelled both in Europe and the U. S.—Li
Kuo-yü, expectant prefect; son of the late
General Li Chao-pin, formerly Provincial
Commander-in-Chief of Lower Kiangsu.—Ch'ü
yin (Manchu), expectant 1st class Secretary of
one of the Six Boards; son of H.E. Governor
Tuan Fang, Acting Viceroy of the Hakkwang
provinces.—Chan Wan-hing, brevet 6th rank
button; son of the late Vice-President of the
Board of Revenue, Chang Yin-hung, C.C.,
special ambassador to Queen Victoria's Jubilee
and former Minister to the U. S., Spain and
Peru.—Chung Pan-ho, expectant prefect of
Chékiang; formerly Chinese Consul at New
York, U. S. A., and several other posts, some
of whom have already been attached in Chinese
legations either in Japan or abroad. The entire
suite of Sir Chéngtung consists of seventeen
persons; and besides these, His Excellency has
been asked to take charge of twelve young
men, ten of whom go to the United States
to study at their own expense. Amongst these
are a grand son and two grand nephews of the
Grand Secretary Sun Chia-na, former Chan-
cellor of the Peking University and Imperial
Tutor to the present Emperor Kuang Hsi.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Darmstadt*) 11th inst.
French (*Salazie*) 16th inst.
Australian (*Tainan*) 16th inst.
American (*Nippon Maru*) 16th inst.
Canadian (*Empress of India*) 18th inst.

The Barber Line steamer *Lowther Castle*
from Japan, China and Hongkong arrive at
New York on the 4th inst.

The Canadian Pacific Railway Co's R.V.
Empress of Japan arrive at Vancouver at
3.30 p.m., on Thursday, the 8th inst.

The Mogul Line steamer *Benares* from
Glasgow, Liverpool and Straits left Singapore
yesterday, the 8th inst., and is expected to arrive
here on Thursday, the 15th inst.

The Canadian Pacific Railway Co's steamer

TELEGRAMS.

(Ruter's)

Russia and Great Britain in Asia.

London, January 7th.
The *Nova Vremya* commenting on Major Macmahon's mission to Seistan declares that private disputes between Persia and Afghanistan are no concern of England, and adds that Russia cannot witness the despatch of the mission unmoved.

Mr. Chamberlain in South Africa.

Sir Arthur Lawley gave a garden party in honour of Mr. Chamberlain at Pretoria. Lord Milner and Commandants Cronje, Botha, and De la Rey were present. De Wet was absent.

The Dardanelles Question.

It is stated in Berlin that Germany has recently informed Russia that she would not participate in any British representations re the Dardanelles in which question she was not concerned. It is rumored that this action followed on an inquiry addressed to Germany by Great Britain. The newspapers resent the action of Germany, especially in view of the existing co-operation in Venezuela.

Protectoria.

At representative meetings of the Dutch at Pretoria, the first held since the war, addresses to be presented to Mr. Chamberlain were discussed. Commandants Botha and Schalkburger deprecated the acrimonious tone of the discussion, pleaded for conciliation and urged the necessity for strengthening the hands of the new Government.

THE IRON INDUSTRY IN INDIA AND JAPAN.

Some time back we had occasion to refer to the large scheme for the production of iron from ore obtainable in the Chanda district in the Central Provinces which has been engaging the attention of Mr. J. N. Tata, says the *Times of India*. We pointed out that the great obstacle in the way of a profitable working of the iron ore of Chanda was the absence of a suitable coal in the vicinity, the Waiora and other coals being too poor to smelt the peculiarly rich ore. It was also mentioned that experiments were being carried on in Germany and the United States with a view to converting inferior coal into a suitable fuel for the iron industry by chemical or other processes, and that they were believed to be progressing favourably. The telegrams which we published yesterday state that orders for two million pounds' worth of material have already been placed in America, from which it may be concluded that the secret has at last been found whereby the iron fields of India can be worked at a profit. Mr. Tata, we are told expects to make India self-supporting in the matter of her iron requirement, which are at present met almost entirely from foreign sources. The total quantity of iron and steel imported in India was about five and three-quarters of a million hundred weight, in 1900-01, and worth nearly five crores of rupees. The consumption of both iron and steel per head of the population is thus a little over 2 lbs., whereas the consumption of pig iron alone is 375 lbs. in the United States, 417 in the United Kingdom, 338 in Germany, 154 in France, 414 in Belgium, 218 in Sweden, 72 in Austria-Hungary, and 56 in Russia. With regard to the last country, it is interesting to know that while in 1885 only 66 per cent. of the pig iron used in Russia was made in the country itself, now nearly the whole of it is locally manufactured.

Siberia and Japan are the two Asiatic countries in which there is existing an iron industry, and as in other directions, so in this too, the latter country has been making progress. The quantity of pig iron produced in the country has increased largely during the last ten years, and the new Imperial Japanese steelworks in Wakamatsu were opened in November last year. The cost of the works, including some working capital to commence with, came to about 20 million pounds, and the maximum annual output is expected to be nearly 90,000 tons. The difficulties which the Japanese had to encounter were almost the same as those which obstruct progress in India. There was first the inferior coal, with which the Japanese had to make shift, but which will be improved by electrical process in Chanda. The next great difficulty is that of labour. In Japan it is a serious handicap to the industry, and in India, too, it must be the same, unless the human labour is reduced to a minimum by the employment of machinery. The Japanese workman, far more than the Indian, is skilful and satisfactory, but he is far behind the European in bodily and staying powers. The consequence is that, notwithstanding the low rate of wages paid, the first cost of the ton of pig iron is extremely high, as there are four times the number of workmen have always to be employed, as compared with the number that would be engaged at the work in Europe. The worst of it is that there is no ground for hoping that this state of things will improve with time. The largest use of machinery is the only way in which this difficulty can be met.

THE WEATHER.

The following report is from Mr. F. C. Figg, Acting Director of the Hongkong Observatory:—
On the 9th at 11.30 a.m. the barometer has fallen over W. Japan, risen rapidly over the E. coast of China.
The depression is probably moving into the W. part of the Sea of Japan, and a high pressure area lies over N. China. Very strong monsoon will again set down the coast, and over the N. part of the China Sea.
Forecast: fresh to strong N. and N.E. winds; fair.

ASK FOR ASAHI JAPANESE BEER—G. Ginnell.

SPICAR IN FORMOSA.

A DROUGHT OUTLOOK.

The island of Formosa will soon become, under the wise economic administration of Baron Kodama and Dr. Coto, one of the great sugar producing regions of the world. Conditions are entirely different in the Orient, and it is only a remote contingency that beet sugar will ever compete seriously with the product of cane. In Europe and in the United States beet sugar may eventually drive out of the market, by force of low prices, the cane sugar of Louisiana, Hawaii, and the Antilles, but even here there will probably always remain a certain demand for cane sugar, because of its peculiar qualities. In the Far East, on the other hand, the culture of the sugar beet has not even been begun. The only rival to cane sugar is the sugar produced from the sweet potato, as it is made in Formosa. There is an almost unlimited market through out the Eastern world for sugar, and the Japanese administration in Formosa is wisely availing itself of the splendid opportunity for developing and supplying this market. It is estimated that at least one-half of the island is adapted to the growing of the sweet potato for sugar manufacture. The climate is moist and favourable, and the soil is as fertile as that of the Hawaiian Islands or of Java. The range of temperature is from 75 to 100 degrees Fahrenheit. The sugar section extends from the middle to the southern end of the island, and in this section rain occurs every day from May until the latter part of September, which is the growing season, and then there is no rainfall whatever until the following May affording a perfect season for harvesting. The first sugar company was established about two years ago. In 1901 the product of sweet potato sugar was 20,000 hales, and this year it is estimated that it will reach 6,000 hales. A navigable river and good harbours afford fairly good transportation facilities, and a railway is in course of construction that will further develop the sugar district. The profits of the industry are encouraging, as one acre of land will produce 40,000 pounds of potatoes—worth about 80 yen, or \$40—and the manufacturing expense is only seventy-five cents for 1,000 pounds of sugar. Wages are low, a labourer receiving only about twelve to sixteen cents a day. In such circumstances there is no reason for astonishment at the rapid development of the industry. The competition of Formosan potato sugar are the cane sugars of Java, the Philippines and Hawaii. These, however, cannot rival the Formosan sugar in cheapness of production, and it is claimed for the latter that it is fully equal in quality to the best cane sugar of the tropics—*Japan and America*.

MINING AND TRADE IN CHINA.

The salient clause of a new agreement entered into between this country and China, by which the Chinese authorities bound themselves to a progressive policy in regard to the development of their mineral resources, whether under native or foreign initiative, have already been published, says a home journal. Standing by itself, the somewhat optimistic wording of the document was not sufficiently convincing as an indication of the attitude really assumed by the mandarins. Beginning with the too famous magazine article written by a former Chinese Ambassador in London, and continuously repudiated in his own country, the Western peoples have been so often awakened that the drowsy giant of the Far East is awakening from his long slumber to a true conception of the pressing needs of coping with the industrial exigencies of the latter-day age, only to find the assurance deceptive, that caution has become the prime essential in forming a judgment upon the question. But as supplementing the agreement lately published we have the authoritative statement by the British commercial attaché for China that "there can be no doubt of the fact that China is beginning to realise how important it is for her to endeavour seriously to approach the problem of developing her mineral resources. By what diplomatic means the Chinese authorities have been brought to a sounder conception of their responsibilities in the matter is a less important consideration than the fact that, should their intentions be as sincere as their expression of them is unambiguous, a new and vast store of mineral wealth will be thrown open to the world. We say 'the world,' but we mean the English-speaking peoples, for it is they who have the weightiest interests at stake and who are alone able and willing to furnish the capital necessary for the serious exploitation of Chinese mineral wealth. Other nations find a mineral or railway concession a useful ambuscade for the capture of political advantages, but it is the English and Americans who both in trade and industry have taken the lead in the past, and have not hesitated to back their commercial schemes with large supplies of capital. If there has been any reluctance to make an adequate subscription it has been entirely due to the fear that Chinese conservatism might oppose insuperable obstacles in the working of the concession. Sweep away the obstruction of the mandarin and guarantee the non-interference of local acquisitive officials, and the development of the rich mineral deposits in China will proceed apace. How rich those are is as yet uncertain. In the report referred to we read that the whole Po Shan valley is said to be one vast bed of coal, and the iron ore deposits of Tieh Shan and Chingling, in the immediate neighbourhood are supposed to contain an unusually high percentage of iron. But after discounting heavily the general testimony as to China's remarkable mineral wealth there can be no doubt that she possesses, perhaps, the most important factor of all for industrial prosperity—a labour supply which is cheap, intelligent, native, and above all, faithful.

COTTAM & CO. FOR WASHING CLOTHES.

POINTS ON CHINA TRADE.

MINISTER WU'S ADVICE TO SAN FRANCISCO MERCHANTS.

At a reception at the San Francisco Chamber of Commerce, on the eve of his sailing for home, Minister Wu talked of trade development in China, in which he said: "There is a great market in the Orient for you. China has stood still for centuries, but its door is now wide open to foreign commerce, and it is for you to develop your trade. In dealing with my countrymen I want to warn you, gentlemen, that you must not adhere to the hard and fast lines in vogue over here. When we Chinese make a promise, I want you to understand that our word is just as good as another's bond. Therefore, I beg to suggest that when a merchant in China gives you an order, you accept his word. He will always keep it; remember, the friendship thus formed will be a permanent one. The first transaction with a Chinese merchant is very important. "Another thing which I wish to impress upon you is the urgent necessity for personal contact between the merchants of this city and those of China. I regret to say that so far, our foreign traders have kept aloof from us. Now, I see many things here which we require in China, but you have restricted our merchants to such an extent that they cannot come over here and inspect your goods. This deserves your serious consideration. Upon the subject of Chinese immigration I do not propose to dwell, but I must impress this upon you—if you desire to increase your trade, do not exclude our merchants, travellers or students from this country for they can and will do immense good to you. It is to your interest. In conclusion, I wish you to remember this—China is a vast country, and while she is making extensive reforms, it is very difficult to induce innovations. I beg of you, therefore, not to be too sanguine, nor to count too much upon my ability to bring about an increase of trade with your country, when I am in office as Minister of Commerce. I ask you simply to judge my career in the future in the same spirit with which you have judged my past career."

THE RUSSIAN SQUADRON.

ON THE WAY OUT.

The following is a description of the Russian Squadron now on the way out to the Far East, via Singapore:—
Rurik.—This is one of the newest first-class battleships of the Russian fleet, having been launched in 1900, and is of Philadelphia build. She displaces 12,700 tons, has 16,000 indicated horse-power, and a speed of eighteen knots with forced draught, and can carry as much as 2,000 tons of coal, though the normal quantity is only about half that amount. She has water-tube boilers of the Niclausse type. Her main dimensions are: Length, 374 ft.; beam, 72 ft.; draught, 25 ft. She has a belt of nine inches of Krupp steel, with turrets fore and aft of ten inches of armour of the same character, and her deck is 2 in. to 4 in. thick. Her crew numbers 750. The armament of the *Rurik* includes four 12 in. breech-loaders, twelve 6 in. quick-firers, twenty 3 in. quick-firers, twenty 3-pounders, six 1-pounders; total sixty-two guns.
Pobeda.—This is another new battleship, the name of which signifies victory. She, like the *Rurik*, has been commissioned for the first time. She resembles closely the *Rurik*, and has a displacement of 12,674 tons, with a complement of 742 officers and men. She is 401 ft. long, with a beam of 71 ft. 4 in., and a draught of 26 ft. Her belt of Krupp steel is 9 in. thick, and her gun turret is 9 in. of armour, while her protective deck has thickness of 2 in. She can steam away about the same quantity of coal as the *Rurik* in addition to six tubes for the discharge of torpedoes, she carries the following guns: Four 10 in. breech-loaders, eleven 6 in. quick-firers, sixteen 3 in. quick-firers, ten 18 in. quick-firers, seventeen 1.4 in. quick-firers, two light guns; total, sixty guns.
Palada and *Dion*.—These are ships of similar construction and are really commerce destroyers, having each a protective deck 2 in. thick, a speed of twenty knots, and a displacement of 6,650 tons. The crews of these vessels number about 1,000. Besides four torpedo tubes each, they mount individually six 6 in. quick-firers, twenty 3 in. quick-firers, eight 1.4 in. quick-firers; total thirty-four guns.
Dogol.—This is a protected cruiser, built at Stettin. She was launched in 1900 and gave a speed of twenty-three knots at her trial, and has room for 1,000 tons of coal at the maximum. In addition to six torpedo tubes, two of them submerged, she has the following guns: Twelve 6 in. quick-firers, twelve 3 in. quick-firers, six 1.4 in. quick-firers, three light quick-firers; total, thirty-three guns.
Boyarin.—A small cruiser of 2,300 tons only, the *Boyarin* is another recent addition to the Russian fleet, which was built at Copenhagen and launched two years ago. She has a belt, water-tube boilers, and on her trials made a record with a speed of no less than twenty-five knots an hour. This vessel also has six torpedo tubes, and in addition the following guns: Six 4 in. quick-firers, eight 1.8 in. quick-firers, two 1.4 in. quick-firers, three machine quick-firers; total, nineteen guns.
This squadron is the largest foreign naval force that has appeared at Kiel since the canal was opened, and it is attracting an unusual amount of attention in German naval circles. The crews of the seven units forming the squadron amount in round numbers to 3,000 men, with 24 guns, and a total displacement of 45,600 tons. The Russian battleships are nearly as large as the newest type of German battleship, the *H class*, and which are still on the stocks; while the Russian cruisers are stronger than the German protected cruisers *Hertha* and *Ilse* which are now in the Far East. The German officers are welcoming their visitors in a series of festivities on a large scale.

COTTAM & CO. FOR SUMMER UNDERWEAR.

OUR LONDON LETTER.

(From Our Own Correspondent.)

CHRISTMAS SHOWS IN LONDON.

LONDON, December 15th.
The great "cycle" shows and the cattle show at the Agricultural Hall have drawn a large number of provincial residents to town, and the streets, among other things, are profusely decorated by the visiters. At the Strand Theatre, George Dance's musical farce, *The Chinese Honeymoon*, reaches its sixth night shortly, while the *Torador* is having a long run at the Gaiety. Drury Lane's Boer War drama *The Best of Friends* gives way, of course, in a day or two to the annual pantomime. This year it is *Mother Goose*, and I am told that at the present moment the value of seats booked in advance is about £15,000. Mr. J. M. Barrie, with his appetite whetted by the success of *The Little Minister*, has two successful plays running in London, *Quality Street* and *The Admirable Crichton*, and it is said he will complete a third very soon. In addition to this, his new book *The Little White Bird* is one of the successes of the season; so altogether Barrie has not done badly out of the Kailyard. Filthy weather is on just now, but weather experts predict a winter of old-fish and severity. Everybody is now preparing for the great Yuletide festivities.

The London correspondent of the *Liverpool Journal of Commerce* gives some particulars of arrangements made for the establishment of a new line of steamers between New York and the Far East by an English syndicate. He says the following firms are interested in the matter: Messrs. Houlder Brothers and Co., Houlder Middleton and Co., Bucknall's, Houlder, Weir and Co., and Birt Foster and Hughes, Limited. Mr. Howard Houlder, of Messrs. Houlder, Middleton and Co., is at present in New York perfecting the arrangements for the new China, Japan, New York service. The name of the new venture is the AMERICA AND ORIENTAL TRANSPORT LINE.

In these days of self-advertisement it is reckoned noteworthy when one is found doing good by stealth. Such a benefactor has roused the gratitude and the curiosity of Church folk. Three or four years ago he went to the head office of the Church Army and said: "I see by the newspapers that you want a new mission van. Here is the money to buy it." Suiting the action to the word he laid down one hundred guineas on the table before the astonished official. He took a receipt but no questions as to his identity by a cut "Good Day." In September he appeared again and handed in £100 for the *Reservists' fund*. Last week he brought £1,000 for the same fund. The clerk begged for some indication of his identity. "Isn't my money of more importance to you than my name?" asked the donor as he abruptly left the office.

A usually well-informed correspondent writes:—"An important announcement may be expected early in the New Year concerning negotiations, which have been for some time in progress between the government and certain shipping companies relative to the development of coast and river ports in China. These negotiations, it is said, have arisen from Sir James Lyle Mackay's recent mission and the conclusion of the treaty for the abolition of the *likin* dues, and are probably designed to foretell some Continental plans which are understood to be in process of organisation.

Siamese affairs are receiving great attention in Europe and America. From Germany the latest sign of interest comes. Advances have reached an official quarter to the effect that the German Government has decided upon the immediate appointment of one new Consul-General and two new Consuls in Siam. The German authorities evidently intend to push German influence in the country, for there is not enough German commerce in Siam at present to justify such an increase, and Germany is, I understand, almost unknown in the interior.

While I am referring to Germany I would add that the industrial outlook there is very bad.

THE UNEMPLOYED PROBLEM.

It is becoming serious and relief works have been started in several towns. But the trouble is wider still. Reports to-day from Berlin indicate that grave fears are entertained that the close of the year may be attended by some heavy failures in the iron, steel, and kindred trades. Owing to the condition of the money market, the banks holding large loans and notes to the debit of the various firms have already given notice to call them in. Some of the firms are endeavoring to re-negotiate these loans in London, without much success; however, so far as I can learn.

The results of the municipal elections throughout the country give some indication of the feeling against the Education Bill, as most of the contests were fought on this issue. Opponents of the Bill received 354,579 votes, while those in favour of it had 280,313. Of the candidates elected 670 were opponents and 490 supporters of the Bill. The Irish Roman Catholic clergy, indignant at the retreat of the Nationalists from the House of Commons, charged Mr. John Redmond with deserting the Irish children in Catholic schools in England, and threatened to break with the party unless help were given to the Government to secure the passing of the Bill when it came back from the Lords to the Commons. So now the announcement is made that the Irish party will return to Westminster in a day or two. The Bill, loaded with numerous amendments, is now about to go to the Upper House, both sides of the Commons heaving a sigh of relief as they lose sight of it for a time.

The experiments in tea culture in the Caucasus have been attended with very hopeful results, I hear. The Russian Ministry of Agriculture has now decided to place the industry on a sound footing. The climate and general conditions are said to be in favour of

COTTAM & CO. FOR YAHAMA HATS.

the enterprise and the Government believe its development will be rapid once a fair start is given to it. The experiments were carried out by a few large merchants in a very painstaking and exhaustive manner, under the eye of government officials. Next year they propose to engage experienced tea cultivators from China, India, and Ceylon to instruct the Caucasian growers in the best methods. The experimental growth last year yielded thirteen and a half tons, and realised from 4/4 down to 2/3 per pound according to quality. The governmental district of Kutais has been the scene of the experiments, but other parts of the country are said to be equally good for the purpose.

There is a movement on foot to erect a monument in London to the 6,000 Colonialists who lost their lives in South Africa. It is doubtful if space can be found in Westminster Abbey, so in all probability the Dean and Chapter of St. Paul's will be approached. St. James's Hall is doomed after an existence dating from 1853. It is to make way for another palatial American hotel and restaurant. Thus the American invasion, in addition to the other ills inflicted on humanity, is to rob the music lover of the best known concert hall in London. That is a trouble which can't be got over in time of course, but while a substitute is being built music lovers will miss their ancient haunt.

TWO WELL-KNOWN MEN have died during the last few days. Doctor Parker's demise was expected, but that of Sir Frank Green was rather sudden. He was in office when the King came to the throne, and as Lord Mayor of London he was the first baronet created by the King. He came up to London when very young from Kent and prospered as a paper merchant. In his official duties he was admirably attentive to the needs of the City, and it is said his close attention to the affairs of his term as Lord Mayor in a very arduous year wrought considerable damage to his health.

With regard to Doctor Parker, his death has caused an extraordinary expression of esteem from all denominations. On Wednesday thousands filed past his coffin in the City Temple, and yesterday representatives of all creeds attended his funeral at Hampstead. Reports from Lancashire state that the cotton trade shows a bad outlook, due mainly to decreased orders from India and China. After the summer holidays, I understand, things grew rather better, but now a decline is again noticeable.

A high official of the Japanese government is expected in England early next year to arrange for a supply of plant and machinery on a large scale to the new arsenals which are being constructed by the Japanese government. The order will include rolling mills, riveting machines, electric driving gear, and the like. The bill will reach somewhere about £50,000.

The Hartopp divorce case is still running as the principal diversion of Society. This is the seventh day of the hearing and the court is as crowded as ever. Indeed, extra policemen had to be stationed at the doors to regulate the clamorous aristocracy who come to see the show. Yet the evidence has been singularly tame, enlightened only when Mr. Charles Wilson, M.P., the father of Lady Hartopp, denounced his son-in-law in court as "a lying scoundrel." It is a sorry business throughout, but so far, I cannot see that Sir Charles can gain a verdict.

Since I commenced this letter the telegrams from the South Coast report exceptionally heavy snow which is interfering with the speed of the Channel passage. There is every indication of a downfall in London soon. In the industrial parts of the country distress is growing at an alarming rate.

UNITED STATES FLOUR.

AND THE EAST.

A short time since much emphasis was laid upon the great possibilities of extending our flour trade in the Orient, but recent information from Japan suggests that if the Orientals take a genuine liking to wheat bread and other flour foods they will grow their own cereals. In 1900 the United States sold 81,000,000 pounds of flour to Japan, but in 1901 the quantity was reduced to 65,000,000 pounds. The U. S. Consul-General at Yokohama explains the reduction. He said in a recent speech, "Japan has found that the soil in the northern part of her islands is adapted to the growth of wheat and barley, and she has gone to work to utilize her knowledge. There is a way I judge, and a very sensible way it is, too, observes a writer in a San Francisco journal. She has found that her artisans are as well qualified to manufacture most kinds of goods once imported from the West as the Westerners, and she has set her people to work producing for themselves. It is safe to say that their example will soon be imitated by the Chinese. We may succeed in introducing Western ideas into the latter country, but it requires only a limited knowledge of Chinese character and adaptability to foresee that when these ideas are once introduced the carrying of them into execution will not be left to the outside barbarian. The Chinese, like the Japanese, will do for themselves. They will not be exploited to any serious extent by Westerners."

Commercial.

TO DAY'S INTELLIGENCE.

Sales made of UNION INSURANCE SOCIETY OF CANTON at \$170. There are sellers of O'GONG FURS at \$35, but there are no buyers. HONGKONG, CANTON & MACAO TEAMBOATS are wanted at \$37.50. A good many shares have been placed at \$85.50 and there are still buyers. DOUGLAS STEAMSHIP CO. are wanted at \$44. STAR FERRIES can be placed at \$25. There is an improvement in SHELL PLANS.

COTTAM & CO. FOR GENTS' BATHING GEAR.

PORTS on last quotation, and there are now buyers at £1.76. Inquiries are made for CHINA SHARES at \$88. There are sellers of PUNJON MINING CO. at \$1. RAUB AUSTRALIAN GOLD MINING CO. are in request at \$7.50. There are buyers of HONGKONG & WHAMPOA DOCKS at \$20. Several lots have been placed of KOWLOON GARDENS at \$90. A small business has been transacted in HONGKONG LANDS at \$181. Inquiries are made for HONGKONG HOTELS at \$141. Buyers of HUMPHREYS ESTATES at \$12, and CHINA PROVIDENTS at \$9.90. GREEN ISLAND shares small sales at \$21.50. Sales made of A. S. WATSON & CO. at \$14.50 to \$14.

EXCHANGE.

IN LONDON, 1st January, 1903. Per cent.
Bank of India, on demand, 116 1/2
Credits, 4 months' sight, 117 1/2
D'Almeida, 4 months' sight, 117 1/2
ON LONDON, (demand) 117.61
ON PARIS, Bank of India, on demand, 1.96
Credits, 4 months' sight, 1.98
ON NEW YORK, Bank of India, on demand, 2.02
Credits, 30 days' sight, 2.03
ON HAMBURG, Telegraphic Transfer, 1.72
ON DEMAND, 1.73
ON HONGKONG, Telegraphic Transfer, 1.72
Private 30 days' sight, 1.73
ON YOKOHAMA, T.T., 70 1/2 prem.
overseas, Bank's Buying Rate, 512.65
Gold Leaf (no touch), per ton, 65 to
Bar Silver, 22 1/2

OPIUM QUOTATIONS.

To day's quotations are as follows:—Per chest.
MALWA NEW, 5 970/1,000
LAST YEAR, 1,000/1,070
OLDEST, 1,030/1,080
PATNA NEW, 1,015
BENARES NEW, 1,000
PERSIAN (PAK), 680/730

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on TUESDAY, the 13th January, 1903, at 2.30 P.M., at the

Sales Rooms, 100, House Street, SUNDRY HOUSEHOLD FURNITURE, comprising—

SILK TAPESTRY, DRAWING-ROOM SUITE, TEAKWOOD WARDROBES WITH BEVELLED GLASS, SIDEBOARDS, MARBLE-TOP DRESSING TABLES and WASHSTANDS, TEAKWOOD DINING TABLE and CHAIRS, BRASS BEDSTEAD, IRON and CHAIRS, FENDERS, CARPETS, RUGS, DINNERSERVICE, ELECTROPLATED WARE, CUTLERY, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c.

Also A Choice Collection of ENGRAVINGS; and A Quantity of CANTON BLACKWOOD WARE.

TERMS—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 9th January, 1903. [36]

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, on MONDAY, the 19th January, 1903, at 3 P.M., on the Spot,

The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of ROOTH'S and MATTHEWS on the Government Ground adjoining the Race-course, North of the Grand Stand Enclosure.

TERMS—Cash. For Conditions of Sale, Apply to: HUGHES & HOUGH, Government Auctioneers, Hongkong, 9th January, 1903. [12]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"AUSTRIA," Captain Andrich, will leave for the above places on SATURDAY, the 17th inst., P.M. This steamer has capital accommodation for passengers, electric light and carries a doctor. For Freight or Passage, apply to SANDER, WIELE & Co., Agents, Prince's Building, Hongkong, 9th January, 1903. [37]

THE CALL OF THE EYE.

Many who suffer from headache and nervousness do not suspect the cause. The nerves that control the eye have a direct connection with the most vital parts of the human system.

Why should you not read more than a few minutes without discomfort? Why should your eyes give you trouble? Why those headaches? You owe it to yourself to have your eyes carefully examined.

New days, when optica is a science, and glasses are worn to check the involuntary muscles of the eyes so that the nerves will not be exhausted faster than the brain can supply it, it is wrong to wear glasses not fitted by an ophthalmic optician.

It is especially ground on the premises for the detection of astigmatism and other defects of vision.

N. LAZARUS, OPTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

Establishment, nearly opposite Hongkong Hotel.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"PYRRHUS"	14th January.
"	"PAKLING"	22nd "
"	"DIOMED"	28th "
"	"CHINGWO"	3rd February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON	"ANTENOR"	20th January.
"	"TELEMACHUS"	3rd February.
"	"PROMETHEUS"	17th February.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL	"TYDEUS"	24th January.
"	"DARDANUS"	20th February.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL ON
MARSEILLES, ANTWERP and AMSTERDAM	"OOPACK"	14th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"PAKLING"	24th January.
NAGASAKI, KOBE and YOKOHAMA	"	"

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	10th January.
"	"PINGAN"	10th "
MANILA, HOLO and CEBU	"KAIFONG"	17th "
MANILA	"TAIYUAN"	20th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	20th "
KOBE and YOKOHAMA	"TSINAN"	21st "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th January, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	16th January, at Noon.
ZAFIRO	2540	R. W. Almond	Do	23rd "
DIAMANTE	1880	A. H. Nodley	Do	"
PERLA	1930	J. McGinty	Do	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th January, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
ORAVELLI	4,899	W. E. Craven	Jan. 24 1903.
DRAPURA	4,899	A. E. Hollingsworth	"
NDRASAMHA	5,197	R. P. Craven	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 11th Jan., at 8 A.M.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 14th January
FOR TAMSUI	"DAIJI MARU"	T. Ogata	SUNDAY, 18th January.
FOR ANPING	"MAIZURU MARU"	T. Saito	WEDNESDAY, 21st January.

Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further Information, apply at the Co.'s Local Branch Office, at No. 4, Des Vaux Road Central.

Hongkong, 9th January, 1903.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, Excellent Accommodation. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.Imperial German Mail Line.
NORDDEUTSCHER HAMBURG-AMERIKA
LLOYD.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship.

"DARMSTADT"
of the NORDDEUTSCHER LLOYD.
Captain G. Meiners, due here with the
outward German Mail about SUNDAY,
the 11th instant, P.M., will leave for the
above Places about 24 hours after arrival.NORDDEUTSCHER LLOYD.
For further Particulars apply to
MEINERS & CO.,
Agents.

Hongkong, 7th January, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MOGUL".....About 15th Jan.
"HINDUSTAN".....25th Jan.
"SHIMOSA".....To follow.For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

6th January, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Fratelli and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.ALSO
VENICE AND TRIESTE, ALL MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up to
CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"ISCHIA"
Captain Musio, will be despatched as above
on TUESDAY, the 13th instant, at Noon.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 7th January, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as
above on WEDNESDAY, the 14th instant,
at 4 P.M.This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th January, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.PAQUENOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Aubert, will be despatched for the
above Ports on or about WEDNESDAY, the
14th instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 8th January, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.STEAM FOR
HUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ and
PORT SAID.(Taking Cargo at through rates to the
BRITISH, SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"SILEZIA,"
Captain Trezza, will be despatched as above
on MONDAY, the 13th instant, P.M.This Steamer has capital accommodation for
passengers. Electric light and carried doctor.
For information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.

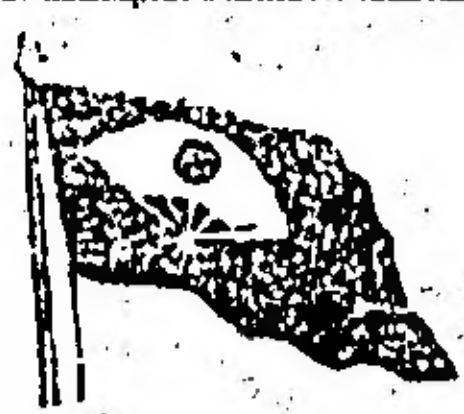
Hongkong, 8th January, 1903.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Company's Steamship"INDRADEO,"
Captain E. P. Bishop, will be despatched as above
on MONDAY, the 13th instant, P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 8th January, 1903.

Shipping.

STEAMERS.

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA,
IN 48 HOURS.

THE Company's well-known Steamship.

"ROHILLA MARU,"
5,599 Tons.
Captain E. P. Bishop, will be despatched hence
for MANILA, TO-MORROW, the 10th instant,
at Noon.To be followed by
"ROSETTA MARU,"
Magnificent accommodation. Comfortable
cabins. Excellent table. Unrivaled speed.
Electric light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.Princes Buildings,
100-House Street.
Hongkong, 9th January, 1903.AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.STEAM TO SHANGHAI.
THE Company's Steamship"TIROL,"
Captain Breitfeld, will leave for the above
places on SUNDAY, the 11th instant, at Noon.This Steamer has capital accommodation for
passengers. Electric light, and carries a doctor.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.Princes Building,
Hongkong, 5th January, 1903.

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE RANGE will be CLOSED to Mem-
bers TO-MORROW, the 10th instant,
having been lent to the Military Authorities.MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 7th January, 1903.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLSFOR ALL
BILIOUS AND NERVOUS DISORDERSSICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION.DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong.RIGAUD'S
White Violet
EXTRACTThis fugitive and
delicate perfume is
persistent as an
Extract for the
handkerchief
white as a
Soap and
Powder.It has been
adopted by
the most re-
fined French
Society.RIGAUD & Co.
PARIS10,000
White Violets
equal each bottle of
Rigaud's ExtractST. JOSEPH'S COLLEGE,
HONGKONG.OWING to the insufficiency of accommoda-
tion in the present building and the in-
creasing demand for admission, it has been
found necessary to extend the wings of the
main building and to enlarge the Chinese de-
partment by an additional storey with two
wings. The estimated cost will amount to over
\$15,000. To cover these expenses we Appeal
to the liberality of all friends of Education.The establishment has been in existence for the
last 25 years and is open to all classes. Much
of the clerical work of the city is carried on by
its past pupils. As this is the first time we have
applied for assistance we expect a generous
response. The names of our most liberal
benefactors will be inscribed upon marble
tablets, as a lasting testimony of their generosity.THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1902.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crew
of the following Vessel during her stay in
Hongkong Harbour.S.S. SHIMODA, British, Capt. E. A. Chaplain.
Dedwell & Co., Ltd.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.Arrivals at Home—16th December—Glen-
garry, Annan, Kilsou, Kongsberg, Achill,
17th December—Sachsen, Trieste, Norma, I.
B. Walker, Malta, Silva, Brise, 23rd Decem-
ber—Hitcher Maru, Portar, Indrag, 30th
December—Lithian, Manaus, and January
—Glen, 6th January—Glenary, Sydney
Wakana Maru, Valdegar, Leuther, Costa.

Shipping.

STEAMERS.

Arrivals:
HAIPHONG, French steamer, 874, Ristorelli,
8th Jan., Haiphong 6th Jan., Ristorelli,
Messageries Maritimes.RENNELLE, British steamer, 1,410, A. Webster,
8th Jan., Java 29th Dec., Sugar—Gibb,
Livingston & Co.HONG BEG, British steamer, 2,056, S. Peters,
9th Jan., Penang 30th Dec., and Singa-
pore 1st Jan., General—100 Tons, Sen-
gapore, German steamer, 975, A. Knutzen,
9th Jan., Canton 8th Jan., General—
E. A. Trading Co.TAISHUN, Chinese steamer, 1,216, W. Jamieson,
9th Jan., Canton 8th Jan., General—
C. M. S. N. Co.KACHIDATE MARU, Japanese steamer, 2,130,
K. Mural, 9th Jan., Kutchinotzu 4th Jan.,
Coal—Mitsui Bussan Kaisha.Departures:
Jan. 8, Rainbow, American monitor, for Manila.
Jan. 8, Eastern, British str., for Australia.Jan. 9, Hailong, British str., for Coast Ports.
Jan. 9, Lonsok, German str., for Bangkok.Jan. 9, Sabine Rickmers, British str., for Canton.
Jan. 9, Choyang, British str., for Canton.Jan. 9, Themis, Norwegian str., for Canton.
Jan. 9, Woosung, British str., for Shanghai.Jan. 9, Zafro, British str., for Manila.
Jan. 9, Linsching, British str., for Shanghai.Jan. 9, Ningpo, British str., for Moji.
Jan. 9, Koun Maru, Japanese str., for Kobe.Passengers—Arrived.
Per Hong Be, from Penang, &c.—858 Chi-
nese.Per Haiphong, from Haiphong—Mr. and
Mrs. Mettoll and 2 servants, Messrs. F. A.
Sone, Wilhelm Puch, Chanshiyong and boy,
Bloche, Pimton, Bouyet, E. Mannheim and boy,
C. Tremel and boy, Choistenot, Vert, Anard,
Blonde, A. Pasquet, Albert, Despreux, Caspo,
Phunz Wing, Levy Abraham, Tan Cam Hy,
Tan Chy, Chu Chi Hon, Quong Chau Ky, Lo
Hoi, Chi Tchao Meng, Chan Che Lim, Bona-
parte Wysz, Dr. Baels and boy, Dr. K. Floren-
Misses Gray, V. de Bullece, and to Chinese.Departed.
Per China, for San Francisco, &c.—Rear-
Admiral Frank Wilds, U.S.N., Lieut. P. Ah-
drews, U.S.N., Mrs. Andrews and infant, Capt.
P. H. West, U.S.A., Mrs. W. Hutton Potts,
Misses Enid Potts, Muriel Potts, Mr. E. J.
Major, Major G. D. Deason, U.S.A., Mr. H.
E. Wasserman, Mrs. H. B. Lett, Mr. Geo.
Harrison, Mrs. Harrison, Miss McDonald,
Capt. F. Spartenberger, U.S.A., Mr. Otto
Schneewerk, Dr. Wendel, Messrs. A. G. Teel,
W. McCuen and A. B. Utne. For Yokohama—
Mr. A. W. Douglas, Mrs. H. A. C. Bonar, Capt.
J. Eaton, Mrs. McDermid, infant and nurse,
and Miss McDermid. For Shanghai—Mr. B.
H. Connell, Mrs. and Miss Andrew, Messrs. B.
Lankster, J. J. Connell, E. S. Reader, A. H.
Bond and J. F. Weitzman.Per Zafra, for Manila—Mr. J. F. Wright,
Mr. E. Ros, Colonel and Mrs. Forbes, Miss
Woodward, Mr. P. Hett, Miss W. R. Andrews,
Mr. G. Vintager, Mr. and Mrs. H. Andrews,
Master H. Andrews, Miss B. Andrews, Mr. F.
D. Rolfe, Capt. W. Mead, Mr. and Mrs. J.
Hastings, Messrs. R. Bouncken, J. Hoffmeister,
T. Alegre, Pio Santos, Jamboon, Sarinam, Tai
Choi, Wu Chiu, Leong A. Eoi, Cheon Quait,
Barkatli Khan, S. H. Lambert, A. Kopen,
Misses Kopen, and Eclou.

Post Office.

A Mail will close:
For Canton—Per Hankow, to-morrow, the
10th instant, at 7.30 A.M.For Weihai-wei—Per H.M.S. Hunter, to-
morrow, the 10th instant, at 8 A.M.For Manila—Per Rohilla Maru, to-morrow,
the 10th instant, at 11 A.M.For Mueno—Per Hengshan, to-morrow, the
10th instant, at 11 A.M.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:—

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.
Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flag-staff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.
The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.
Notice boards are placed at:—
Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Pier, Blake Pier, Post Office, Harbour Office, Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF STORMS.
Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FERGUSON,
Acting Director,
Hongkong Observatory, 24th July, 1902.

HONGKONG AND WHAMPOA DOCK RETURNS.

NAME	ORIGIN	DOCK
H.M.S. Britomart	Aden	Dock
Edin	Aden	Dock
Empress of China	Aden	Dock
Hongkong	Aden	Dock
Haiden	Aden	Dock
Madras	Aden	Dock
Porter	Aden	Dock
Brand	Aden	Dock
Titlis	Aden	Dock
Ardie	Aden	Dock
Hermann Menzell	Aden	Dock

PROJECTED SAILINGS.

DESTINATION	VESSELS	DATE
Anping, &c.	Maiden Maru	Jan. 21
Bremen, &c.	Klausen	April 15
"	Klausen	Mar. 29
"	Bayern	May 13
"	Prinzess Irene	Jan. 21
"	Preussen	Mar. 4
"	Darmstadt	Feb. 18
"	Stuttgart	Feb. 18
"	Hamburg	Mar. 18
"	Prinz Heinrich	April 1
"	Roon	May 7
"	P. R. Luitpold	June 1
Bombay, &c.	Hiroshima Maru	Jan. 27
"	Teichu	Jan. 27
Cebu & Iloilo	Katong	Jan. 13
Panama, &c.	Silesia	Jan. 17
Pfichow, &c.	Yuping Maru	Jan. 14
Hankow & Hamburg	Nürnberg	Jan. 14
"	Silesia	Jan. 13
"	Wu ching	Feb. 10
"	C. Frod. Laeisz	Feb. 21
"	Bamberg	Mar. 5
"	Andalusia	Mar. 19
Japan	Hakata Maru	Jan. 13
"	Yamaguchi Maru	Jan. 13
"	Kyushu Maru	Jan. 13
"	Kugoshima Maru	Jan. 25
Liverpool	Feuers	Jan. 24
"	Dardanus	Feb. 10
London	Antenor	Jan. 10
"	Telemachus	Feb. 3
"	Prometheus	Feb. 17
"	Ballant	Jan. 21
"	Canton	Jan. 21
Marseilles, &c.	Opacak	Feb. 10
"	Pyrius	Feb. 21
"	Laos	Jan. 12
"	Kawachi Maru	Jan. 12
"	Bingo Maru	Jan. 24
"	Rohla Maru	Jan. 10
"	Rosetta Maru	Jan. 10
"	Rubi	Jan. 10
"	Zafra	Jan. 23
"	Loongsang	Jan. 14
New York	Yagui	Jan. 13
"	Indravelli	Jan. 24
Portland, (Or.)	Yuping Maru	Jan. 24
San Francisco, &c.	Siberia	Jan. 24
"	Goethe	Mar. 7
"	Coptic	Feb. 17
"	Korea	Feb. 27
"	Hongkong Maru	Mar. 17
"	China	Mar. 24
"	Doric	Jan. 17
"	Ankara Maru	Feb. 17
"	Coromandel	Jan. 17
"	Thol	Jan. 11
"	Palazie	Jan. 14
"	Taiwan	Jan. 10
"	Siguan	Jan. 9
Singapore, &c.	Pekin	Jan. 24
"	Daijin Maru	Jan. 18
"	Daijin Maru	Jan. 11
Sydney, &c.	Taiyuan	Jan. 20
"	Taiwan	Feb. 10
"	Changsha	Mar. 7
"	Chingta	April 4
Vancouver, &c.	Empress of Japan	Mar. 11
"	Empress of China	Jan. 14
"	Empress of India	Feb. 11
"	Atheitan	Mar. 18
"	Tartar	Feb. 25
Victoria, B.C.	Olympia	Jan. 17
"	Meindes	Jan. 24
"	Peking	Jan. 24
"	Tosa Maru	Jan. 13
"	Kaga Maru	Jan. 27
Yokohama, &c.	Ceylon	Jan. 13
"	Banca	Jan. 13

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, January 8th, 1903.
At 100 cents per Dollar Mexican.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung	16
" (corned)—Hani Ngau Yuk	16
" Roast—Shiu	16
" Soup, Tong Yuk	12
" Steak—Ngau Yuk	16
" Sausages—Ngau Yuk Chung	15
" Bull's Brains—Kai wai	8
" Tongue fresh—Ngau Li	45
" " corned—Hani Ngau Li	50
" Head—Ngau Yuk	60
" Heart—Ngau Yuk	8
" Hump, Salt—Ngau Kim	12
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yuk	16
" Tail—Ngau Yuk	16
" Liver—Ngau Yuk	16
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau Chau	75
" Mutton Chop—Yeung Pui Kwat	22
" Leg—Yeung Pui Kwat	22
" Shoulder—Yeung Pui Kwat	18
" Pigs' Chittlings—Chu cheong	7
" Feet—Chi Keek	12
" Fry—Chi Chak	12
" Head—Chi Tau	14
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	12
" Liver—Chi Kon	18
" Pork Chop—Chi Tai Kwat	18
" Corned—Hani Chu Yuk	18
" Leg—Chu Pui	18
" Fat or Lard—Chu Yuk	15
" Sheep's Head and Feet—Yeung Tau	54
" Keek	46
" Heart—Yeung Sum	9
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
" Sucking Pigs, To Order—Chu Chai	16
" Suet, Beef—Si Ngau Yuk	18
" Mutton—Sang Yeung Yuk	26
" Veal—Ngau Chai Yuk	16
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	23
Capon, Large, Small—Sin Kai	23
Ducks—Ap	18
Doves—Pan Kait	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	24
" Hainan—Hoi Nam Kai	20
Geese—Ngo	18
Geese, Wild Shanghai—Sheung Hoi Ye	54
Musk Deer—Wong Kerk	each 54
Hare—Tu Chai	60
Partridge—Che Kuo	55
Pheasant—Shan Kai	55

Pigeons, Canton—Bak Kip	each 50
" Hainan—Hoi Nam Pak Kip	28
Quail—Um Guan	each 50
Rice Birds—Wa Pa Cheuk	dozen 50
Snipe—Sa Chai	each 50
Turkeys—Hoi	each 55
" Old Ducks, Shanghai, Su-chi	each 40
" Old Ducks, Su-chi, Su-chi	each 45
Wild Ducks, Canton—Sang Shing Shu	each 70
" Apes	each 70

FISH.

Baited—Kai Yu	12
Bream—Bai Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	12
Crabs—Li Yu	12
Catfish—Chik Yu	12
Crabs—Mun Yu	12
Crabs—Hoi	10
Crabs—Mun Yu	10
Dab—Sa Mang Yu	8
Doi—Wong Mei Lun	8
Dog Fish—Tui To Sa	7
Eels, Congor—Hoi Mei Yu	12
" Fresh water—Tam Sui Yu	12
" Yellow—Wong Sin	12
Frogs—Tien Kai	25
Garoupa—Sek Pan	48
Gudgeon—Pak Kip Yu	9
Herrings—Tso Pak	12
Halibut—Cheung Kwan Yu	11
Labrus—Wong Fa Yu	15
Loach—Wu Yu	7
Lobsters—Lung Ha	20
Mackerel—Chi Yu	11
Mullet—Mun Yu	11
Mullet—Chai Yu	15
Oysters—Sang nio	16
Petrolfish—Kai Kung Yu	14
Petrolfish—Tau Lo	11
Pike—Fa Pau Poong	8
Plaice—Pan Yu	14
Pomfret, Black—Hak Chong	18
Pomfret, White—Pak Chong	18
Prawns—Ming Ha	28
Ray—Pai Pa Sa	8
Rock Fish—Sek Kau Kung	8
Roach—Chun Yu	8
Salmon, (Canton), fresh water—Ma Yau	15
Shark—Sa Yu	7
Skate—Po Yu	7
Shrimps—Ha	13
Sole, per—Lap Yu	16
Soles—Tui Sa Yu	16
Tench—Wan Yu	11
Turbot—Cho Hoi Yu	14
Turtles, small, fresh water—Keok Yu	60
White Hail—Ngau Yu Chai	9

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	25
" (Korea)—Tin Chun Ping	25
" Small—Hoi Tong	25
" Custard—Fan Lai Chi	25
Bananas, fragrant, Canton—Sang Sheng	3
" (Jorles), Macao—San Heung Chiu	3
Chestnuts, Chinese—Fong Lut	10
Carambols—Yeung Toy	9
Cocanuts—Yeh Tsz	each
Grapes—Sin Tai Tsz	each
Lemons, China—Ning Moong	each
Lichees, Dried—Lai Chi Con	each
" Fresh, Small stone—Chut Wat	each
" Large—Tui Wat	each
Limes, Saigon—Sai Kung Ning	each
Mango, Manilla—Lai Sang Moong	each
Mango, Saigon—Sai Kung Moong	each
Mangosteens, San Chuk Tsz	doz.
Oranges, (Canton)—Sang Sheng Tin	5
" Chang	5
" Small—Tai Kut	5
" Mandarin—Tin Kut	10
Olives—Pak Lam	each
Pears, (American)—Kam San Shut Li	each
" (Canton), Cooking—Sa Li	each
" (Shanghai)—Sheung Hoi Li	each
Pine-apples, 1st quality—Sheung Poon	each
" 2nd quality—Chung Tang	each
Paw-law	each
Peanuts—Fa Sang	each
Persimmons Large—Hung Chie	each
Pineapple, Small—Chim Lo Yau	each
Pineapples—Tui Chien	each
Walnuts, Hon To	each

VEGETABLES.

Artichokes, Shanghai—Sheung Hoi Ah	each
Chi Chai	each
Beans, (French) Macao—Oh Moon Pin	each
" Tau	each
Beans, (French), Shanghai—Sheung Hoi	each
" Pin Tau	each
Beans, Sprout—Ah Choi	each
Beans Long—Tau Kok	each
Boat Root—Hung Chai	each
Brinjals, Green—Cheng Yuen Ker	each
Brinjals, Red—Hung Ker	each
Cassia—Pak Chai	each
Bamboo Shoots—Chok Shun	each
Cabbage, Chinese, com.—Kai Choy	each
Cabbage, (Shanghai)—Kai Lan Tau	each
Cane Shoots, bunch—Kau Siun	each
Cauliflower, Large size—Tui Yeh	each
" Small—Tui Yeh	each
Cauliflower, Small size—Cheung Yeh	each
Choi-fai	each
Cauliflower, Small size—Sai Yeh Choi-fai	each
Carrots—Kam Shun	each
Celery, Chinese—Tong Kan Choy	each
Celery, English—Yeung Kan Choy	each
Celery, White—Pak Yeung Kan Choy	each
Chilies Dried—Con Lai Chiu	each
" Red—ung Fa	each
" Green—Cheng Lat Chiu	each
Curry Stuff, English—Ka Lee Choi Liu	each
Cucumbers—Cheng Kwa	each
Ritter Squash—Fu Kwa	each
Garic—Suen Tau	each
Ginger, young—Sung Tai Reung	each
Horse Radish, Shanghai—Lik Kan	each
Indian Corn—Suk Mai	each
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	each
" Mandarin—Kwei Lum Ma Tai	each
Mushrooms Fresh—Sang Cho Kho	each
Onions, Bombay—Yeung Chung Tau	each
" Green—Sang Chung	each
" Shai—Sheung Hoi Chung Tau	each
" Japan—Yat Poon	each
Okroos—Mo Ker	each
Parsley, English—Yeung Un Sai	each
Green Peas—Cheng Tau	each
Potatoes—Sang Shing	each
" Shanghai—Sheung Hoi Shu	each
" Tsz	each
" Japan—Yat Poon Shu Tsz	each
" American—Fa Ki	each
" Foochow—Fuk Chau Shu Tsz	each
" Macao—Ch Moon	each
Pumpkin—Toong Kwa	each
Radish—Hung Lo Pak Tsz	dozen
Shallots—Con Chung Tau	each
Spinage (Chinese)—Faw Choi	each
Spinage—Yin Choi	each
Tomatoes—Fan Ker	each
Taro—Wu Tsz	each
Turpils, Pun-ti (Long)—Low Pak	each
" English—Yeung Low Pak	each
Vegetable Marrow—Chit Kwa	each
Yams—Tsz Shu	each

THE SHARE MARKET.

LATEST QUOTATIONS.

(JANUARY 9/03.)

STOCKS	PAID UP VALUE	LAST DIVIDEND	LATEST QUOTATION
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- ex. int. 18/11/02	\$670 buyers
National Bank of China, Limited	£ 8	Div. of £1.10/- ex. int. 18/11/02	\$22 sellers
Do. Founders	£ 1	Div. of £1.10/- ex. int. 18/11/02	\$10
MARINE INSURANCE.			
Union Insurance Society of Canton, Limited	\$ 105	60 per cent. 130 per share for 1901	\$470 sales
China Traders Insurance Company, Limited	\$ 25	100 per cent. 130 per share for 1901	\$58 sellers
North China Insurance Company, Limited	£ 25	Final of 4% making in all 8% for 1901	Tails 180 sales
Yangtze Insurance Association, Limited	\$ 60	100 per cent. 130 per share for 1901	\$133 buyers
Canton Insurance Office, Limited	\$ 50	28 per cent. 130 per share for 1901	\$167 buyers
FIRE INSURANCE.			
Hongkong Fire Insurance Company, Limited	\$ 50	100 per cent. 130 per share for 1901	\$130 sellers
China Fire Insurance Company, Limited	\$ 20	100 per cent. 130 per share for 1901	\$85 buyers
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	Div. of £1.10/- ex. int. 18/11/02	\$371
Indo-China Steam Navigation Company, Limited	£ 10	Div. of £1.10/- ex. int. 18/11/02	\$253
China and Manila Steamship Company, Limited	£ 25	Div. of £1.10/- ex. int. 18/11/02	\$125
Douglas Steamship Company, Limited	\$ 50	Div. of £1.10/- ex. int. 18/11/02	\$14 buyers
"Star" Ferry Company, Limited	\$ 10	Div. of £1.10/- ex. int. 18/11/02	\$25 sales
"Shell" Transport and Trading Company, Limited	£ 1	Div. of £1.10/- ex. int. 18/11/02	\$131 buyers
Shanghai Tug Boat Company, Limited	Tails 100	Div. of £1.10/- ex. int. 18/11/02	Tails 285 ex. div.
Taku Tug and Lighter Company, Limited	Tails 50	Div. of £1.10/- ex. int. 18/11/02	Tails 55 sellers
Shanghai Cargo Boat Company, Limited	Tails 100	Div. of £1.10/- ex. int. 18/11/02	Tails 145 buyers
Co-operative Cargo Boat Company, Limited	Tails 10	Div. of £1.10/- ex. int. 18/11/02	Tails 145 buyers
SUGAR.			
China Sugar Refining Company, Limited	\$ 100	Div. of £1.10/- ex. int. 18/11/02	189 sellers
Lufton Sugar Refining Company, Limited	\$ 100	Div. of £1.10/- ex. int. 18/11/02	\$124 sellers
Perak Sugar Cultivation Company, Limited	Tails 50	Div. of £1.10/- ex. int. 18/11/02	Tails 724 sellers
MINING.			
Punjom Mining Company, Limited	\$ 10	Div. of £1.10/- ex. int. 18/11/02	\$2.10 sales and buyers
Punjom Mining Preference Shares	\$ 1	Div. of £1.10/- ex. int. 18/11/02	75 cents sellers
Société Française des Charbonnages du Tonkin	Francs 250	Div. of £1.10/- ex. int. 18/11/02	\$600 sellers
Jebeu Mining and Trading Company, Limited	£ 10	Div. of £1.10/- ex. int. 18/11/02	\$14 sellers
Rub Alkan Gold Mining Company, Limited	£ 10	Div. of £1.10/- ex. int. 18/11/02	\$14 buyers
Chinese Engineering & Mining Company, Limited	£ 10	Div. of £1.10/- ex. int. 18/11/02	Tails 8.20 buyers
DOCKS, WHARVES AND GODOWNS.			

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

ENTIRELY NEW WINTER STOCK, IN ALL DEPARTMENTS.

THE VERY LARGEST AND BEST ASSORTMENT OF FASHIONABLE
COATS, CAPES AND JACKETS
IN THE EAST. ALL THE NEWEST AND BEST SHAPES IN MADE UP
FURS, FUR CAPES AND JACKETS.

BABY CARRIAGES AND MAIL CARTS, NEW DESIGNS INCLUDING THE PATENT FOLDING CART.
Cooking Stoves from \$18 to \$140.

SMART FRENCH MILLINERY.

LADIES' WARM SHIRTS AND BLOUSES. NEW TRIMMINGS
AND APPLIQUES OF GREAT RICHNESS.

FANCY GOODS AND TOYS.

BALL SEASON 1903.

A FINE ASSORTMENT OF THE LATEST
FANS FANS FANS
OSTRICH FEATHER, SILK AND EMPIRE.

HEAVY BROCHE SILKS; DELICATE VOILES PEAU DE SOIE, ZIBELINES EOLIENNES, SATIN
CLOTHS. BROCHE TAFFETAS. BENGALINES, ETC., ETC. FOR EVENING WEAR.
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S OUTFITTING DEPARTMENT.

BATH GOWNS, DRESSING GOWNS, RUGS, HATS, BOOTS, UMBRELLAS.
SHIRTS, GLOVES, TIES, SHOES, BOOTS, HALF HOSE FOR EVENING WEAR.
THE HONG SHIRT FOR BUSINESS WEAR. BEST FRENCH PRINT AND ZEPHYR SHIRTS.

NO MORE UNTIDY COLLARS.

ALL OUR DOUBLE COLLARS HAVE A PATENT LOCK WHICH ENTIRELY PREVENTS THEM GAPING OPEN IN THE
FRONT, ALWAYS IN POSITION. ALWAYS COMFORTABLE, NO TROUBLE. STOCKED IN ALL
SIZES AND SHAPES AND FOUR DEPTHS.

DRESSMAKING DEPARTMENT.

UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER. CUT, FIT AND STYLE GUARANTEED.

December 29th.

R. G. HECKFORD
MANAGER